

# STAY AT THE HOTELS OWNED AND MANAGED BY THE LONDON MIDLAND AND SCOTTISH RAILWAY Co.

## ENGLAND.

LONDON (St. Pancras) ..	Midland Grand Hotel.
LONDON (Euston) ..	Euston Hotel.
BARROW .. Furness Abbey Hotel.	LEEDS .. Queen's Hotel.
BLETCHLEY .. Station Hotel.	LIVERPOOL .. Midland (Central Stn.) Adelphi.
BIRMINGHAM Queen's Hotel. (New St. Stn.)	LIVERPOOL .. North Western (Lime St. Stn.) Hotel.
BRADFORD .. Midland Hotel.	LIVERPOOL .. Exchange Stn. (Exchange Stn.) Hotel.
CREWE .. Crew Arms Hotel.	MANCHESTER Midland Hotel.
DERBY .. Midland Hotel.	MORECAMBE Midland Hotel.
HOLYHEAD .. Station Hotel.	PRESTON .. Park Hotel.
KEIGHLEY .. Queen's Hotel.	

## SCOTLAND.

AYR .. .. .. Station Hotel.	GLASGOW .. St. Enoch Hotel.
DORNOCH .. Dornoch Hotel. (Sutherland)	INVERNESS .. Station Hotel.
DUMFRIES .. Station Hotel.	KYLE OF LOCHALSH.. Station Hotel.
EDINBURGH .. Caledonian Hotel.	PERTH .. .. Station Hotel.
GLASGOW .. Central Hotel. (Central Sta.)	STRATH- PEFFER.. Highland Hotel.
	TURNBERRY.. Turnberry Hotel.

## IRELAND.

BELFAST .. Midland Station Hotel.	LARNE .. .. Laharna Hotel.
GREENMORE .. Greenore Hotel.	PORTRUSH .. Northern Counties Hotel.

Hotel Tariffs will be sent on application to any of the Company's Hotels.

COOKE'S HOTEL VOUCHERS ACCEPTED

# BIBBY LINE

— OF —

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The steamers of this line all having twin screws and bulge keels, and constructed by Harland and Wolff expressly for the first-class Eastern Passenger Trade, are uniformly provided with every convenience and luxury, including refrigerators, electric light, electric fans (free of charge), have the latest apparatus for signalling, are fitted with wireless telegraph installations, submarine signalling, and carry powerful motor launches, which are also fitted with wireless. Surgeon and Stewardess carried, and are on the Government list for Officers returning from furlough.

They sail fortnightly between England and Burma, calling as above.

Special advantages are offered to those seeking a few days at sea, whether between England and Marseilles, or between Burma and the health resorts and places of interest in Ceylon and Southern India.

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- „ **CARSON & CO., Ltd.**, Colombo.
- „ **STEEL BROS. & CO., Ltd.**, Rangoon.
- „ **BULLOCH BROS. & CO., Ltd.**, Rangoon.
- „ **PATERSON SIMONS & CO., Ltd.**, Penang, Singapore.
- „ **GILLANDERS, ARBUTHNOT & CO.,** Madras.
- „ **PEIRCE LESLIE & CO.**, Coimbatore.
- „ **HARRISON & CROSFIELD, Ltd.**, Quilon.

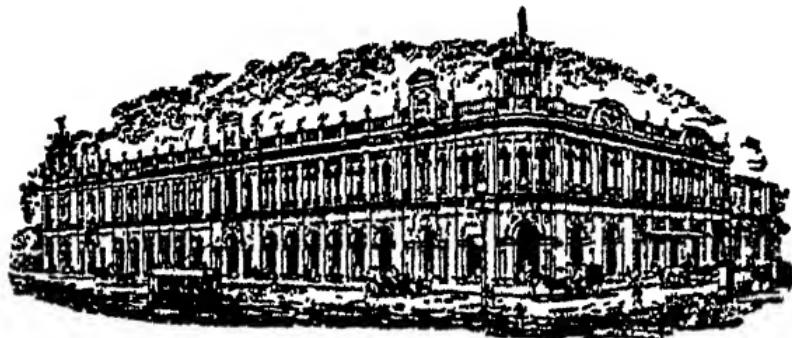
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# INDIA, BURMA, AND CEYLON.

## Information for Travellers and Residents. WITH FOUR MAPS.

PUBLISHED BY  
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*Originators of the European Excursion and Tourist System.  
Established 1841.*

CIVIL SERVICE AND COLONIAL AGENTS.  
TOURIST, STEAMSHIP, AND FORWARDING AGENTS.

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BOMBAY . . . . .	COOK'S BUILDING, HORNBY ROAD.
DELHI . . . . .	4, KASHMIR GATE
CALCUTTA . . . . .	9, OLD COURT HOUSE STREET.
RANGOON . . . . .	PHAYRE STREET
COLOMBO. . . . .	GRAND ORIENTAL HOTEL BUILDINGS, YORK STREET

### Offices in China, Japan, &c.:

SINGAPORE . . . . .	6, BATTERY ROAD
HONGKONG . . . . .	DESVEUX ROAD.
SHANGHAI . . . . .	15, THE BUND
TIENTSIN . . . . .	63, VICTORIA ROAD.
PEKING . . . . .	GRAND HÔTEL DE PÉKIN.
KOBE . . . . .	ORIENTAL HOTEL.

*For Complete List of Branch Offices and Agencies, see pp. 200-201.*

To Travellers from  
India, Ceylon, &c., to  
Great Britain . . .

Passengers on alighting at Tilbury, by making application to the LONDON MIDLAND AND SCOTTISH RAILWAY AGENT, may obtain all information respecting train and other travel arrangements to London and thence to all parts of the Midland Counties, North and Central Wales, North of England, Scotland, and Ireland.

## INTRODUCTION.

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THIS handbook is published with the view of affording in a compact form a variety of useful information for Travellers going to or returning from India, Burma, and Ceylon, and for Tourists or Residents in those countries, on all matters appertaining to travel in the East, and from the East to any part of the globe.

With Offices and Correspondents in every quarter of the world, we are prepared to extend exceptional facilities to Travellers, and are enabled to offer unequalled advantages as Civil Service, Colonial, Shipping and Forwarding Agents.

Acting under the special authority of the Government of India, and of the Secretary of State for India, as well as of the Railway Administrations of India and Australasia, and being the recognised Agents of the principal lines of steamers and of the railways in all parts of the world, it will be evident that our Passenger and Tourist system, based on an experience of eighty-four years, may be relied on as complete and practical.

At Bombay, Delhi, Calcutta, Rangoon, Colombo, Singapore, Hongkong, Shanghai, Tientsin, Peking and Kobe, we are in a position to transact every description of Banking and Exchange Business on favourable terms (See pp. 2, 3, 57, 62, 92, 97-98, 110, 124, 139, 144, 159, 160, 163, 168, 170, 172.)

Our numerous representatives are prepared to render useful assistance to Passengers and Residents; our Interpreters, in uniform, will be found in various large

cities and Tourist centres, and at both European and Eastern ports our baggage clerks meet steamers to assist in the clearance of baggage through the Customs.

Our Offices in Singapore, Hongkong, Shanghai, Tientsin, Peking, and Kobe (recently opened) are a considerable convenience to Eastern travellers. These Offices are fully dealt with on pp. 157, 159, 163, 168, 169, 171. We have also just opened an Office at Baghdad (368 New Street)

The information contained in the following pages has been revised to as late a date as possible, but changes and modifications, over which we have no control, may occur at any time, *and all fares and conditions published herein are subject to alteration without notice.* We shall esteem it a favour if those who use this book will point out any inaccuracies or deficiencies, for correction in future editions.

THOS. COOK & SON, LTD.

LUDGATE CIRCUS,

LONDON, E.C. 4, 1925.

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#### IMPORTANT NOTICE

THOS. COOK & SON, LTD., and/or THOS. COOK & SON give notice that all tickets and coupons are issued by them, and all arrangements for transport or conveyance, or for hotel accommodation, are made by them, as Agents, upon the express condition that they shall not be liable for any injury, damage, loss, accident, delay, or irregularity, which may be occasioned either by reason of any defect in any vehicle, or through the acts or default of any company or person engaged in conveying the passenger, or any hotel proprietor or servant, or of any other person engaged in carrying out the arrangements of the tour(s), or otherwise in connection therewith. They accept no responsibility for losses or additional expenses due to delays or changes in train, steamer, or other services, sickness, weather, strikes, war, quarantine or other causes, and all such losses or expenses will have to be borne by the passenger.

Baggage is at "owner's risk" throughout the tour(s) unless insured. Small articles, coats, wraps, umbrellas and other hand baggage, are entirely under the care of the passenger, who is cautioned against the risk attached to these being left in conveyances when sightseeing.

**INSURANCE.**—Travellers are strongly advised to avail themselves of Cook's system of Baggage Insurance. Life and Accident Insurance can also be effected for long or short voyages and journeys. Proposal Forms and full particulars on application.

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# INDIA, BURMA, AND CEYLON.

## Information for Travellers and Residents.

### PART I.

#### Information for Travellers to and Tourists and Residents in India, etc.

IN consequence of the development in the number and size of steamers running between England and India, and owing also to the superior accommodation now obtainable, the traffic is not so strictly confined to certain short periods of the year as was formerly the case. Speaking generally, however, it may be said that the *Outward Passenger Season* commences in September and continues until February, during which time the steamers are full, and passages should be secured at least some weeks in advance.

We sometimes have enquiries on the subject of outfit, but many of our readers who have already paid one or more visits to India will not need any information on this head.

To those travellers visiting India for the first time, say between November and March, the following simple outfits may be recommended —For men ordinary summer clothing as worn in England, tweed and flannel suits (coats made to wear without waistcoats if desired), morning and dress suits of thin black cloth, white and flannel shirts, flannel sleeping suits (pyjamas), woollen drawers and vests, linen collars, merino socks, light walking boots, brown shoes, a light and a heavy overcoat. Rubber-soled shoes (no heels) for shipboard. Pith or sun hats and umbrellas should be purchased in Bombay.

Ladies travelling in India need not burden themselves with a large quantity of baggage. Morning and evening dresses such as would be worn at home in spring and summer, a plentiful supply of underclothing (white and coloured), serge and cotton skirts, silk and cotton blouses, will be found good wear. Washing can be done at short notice everywhere in India.

On the outward voyage, and in the northern parts of India, warm clothing, overcoats, and rugs, and for ladies

warm dresses, jackets, and underclothing, rugs and wraps, will be required.

The cool season in the plains of India extends from the end of October to March, and from March to June the Hill districts are enjoyable places of resort. The Rains (S W Monsoon) generally set in early in June, after a period of intense heat, and continue for ten or twelve weeks

**Passage Department.**—We shall be happy to advise passengers as to the most convenient route, and to secure passages and berths, without charge for commission, by any line of steamers that may be selected

Passengers are recommended to forward us their instructions at the earliest possible moment, so that we may secure the best available accommodation

No one is allowed to land in India unless in possession of a passport duly endorsed or with a visa for British India by a British passport authority

**Shipping and Forwarding Department.**—Through this Department passengers can arrange for the collection and delivery of their baggage to steamers. If desired, packages can be sent to our Warehouses until required for shipment. We can arrange to ship as freight any package or packages, motor-cars, horses, dogs, etc. Baggage stored. Clearing and Customs operations

The continued growth of this Department has necessitated its removal to larger Offices and Warehouses at 70-77, Cowcross Street, London, E.C. 1, where everything in connection with shipping, clearing and forwarding of baggage and goods is arranged. The London West End Baggage Warehouse at Langley Street, Long Acre, W.C. 2, is still retained.

**Transports** and Passenger Steamers met on arrival, and every assistance rendered on board by our representative, who will also undertake the clearing and forwarding of baggage

**Banking Department.**—We issue Travellers Cheques and Letters of Credit, payable at any of *our Offices and Agencies*, and by our Correspondents throughout the world. An extensive list of these is issued with the documents themselves. We also supply Indian Currency and other Foreign Moneys at favourable rates, issue drafts on our various offices, and make Telegraphic and Mail remittances. We open current accounts and make advances against approved securities; purchase and sell stocks and shares,

and undertake Banking transactions of every kind. (See pp. 57, 62, 92, 97, 110, 124, 139, 144, 159, 160, 163, 168, 170, 172, 179, 184)

**Agency Department.**—The Agency of Civil Servants and others connected with India or the Colonies, undertaken on the usual terms (See pp. 57, 62, 92, 97-8, 144)

**Embarking from or landing at British Ports.**—Travellers to and from the East, the Cape, or Australia, embarking or landing at Tilbury, Liverpool, Plymouth, Southampton, Dover or London, are informed that, as Official Agents to the LONDON, MIDLAND AND SCOTTISH RAILWAY Company, we issue travelling tickets from and to most of the principal towns and tourists' resorts of England, Scotland and Ireland. The Express trains and connections of the London, Midland and Scottish Railway Company serve most of the places of industrial and tourist interest, and comfortable and expeditious travel is ensured by this route.

*Information for Travellers from India to any part of the World will be found on pp. 130-189*

### **LINES OF STEAMERS TO INDIA, THE FAR EAST, AUSTRALASIA.**

Passages booked, and berths secured, by any of the principal lines of steamers between Europe, Egypt, India, Burma, Ceylon, Straits, China, Japan, Australasia, among which are the following —

*Iberdeen* from London to Australia *via* South Africa.  
*Admiral Oriental* from Seattle, U.S.A., and Victoria, B.C.,

to Japan, China and Philippine Islands

*Anchor* from Liverpool to Egypt and India.

*Australian Commonwealth Line* from London to Ceylon and Australia.

*Bibby* from Liverpool and Marseille to Egypt, Ceylon and Burma.

*Blue Funnel* from Liverpool to Australia, *via* South Africa; also from Liverpool to Egypt, Ceylon, Straits and China.

*British India* from London to Egypt, India, Ceylon and Burma.

*Canadian Australasian* from Vancouver to Hawaiian Islands, Fiji, New Zealand and Australia.

*Canadian Pacific* to Japan, China and Philippine Islands, *via* Vancouver.

*Chargeurs Réunis* from Marseille to Egypt, Ceylon, Straits and Indo-China.

## Information for Travellers

*Commonwealth and Dominion to New Zealand, via Panama, and to Australia, via South Africa.*

*Dollar Steamship Line to Honolulu, Japan China, Philippine Islands, &c, via San Francisco.*

*East Asiatic Co., Ltd., from Southampton to Ceylon, Straits and Bangkok*

*Ellerman & Bucknall from Southampton to Ceylon, Straits, China and Japan*

*Ellerman's City from Liverpool to Egypt, Ceylon, Madras and Calcutta.*

*Ellerman's City and Hall from Liverpool to Egypt, Bombay and Kairachi.*

*Federal Line to Australia and New Zealand, via Panama Canal, or South Africa*

*Glen from London to Egypt, Straits, China and Japan.*

*Hamburg- Amerika from Hamburg to Ceylon, Straits, China and Japan*

*Henderson from Liverpool to Egypt and Burma.*

*Hugo Stinnes from Rotterdam to Ceylon, Straits, China and Japan*

*Lloyd Triestino from Trieste, Venice and Brindisi to Egypt, India, Ceylon, Straits, and China.*

*Los Angeles S. S. Co. from Los Angeles to Hawaiian Islands*

*Marittima Italiana from Genoa and Naples to Bombay.*

*Maison Navigation Co. from San Francisco and Seattle to Hawaiian Islands.*

*Messageries Maritimes from Marseille to Egypt, Ceylon, Straits, Indo-China, China, Japan, Australia and New Caledonia*

*Natal from London to India, via South Africa.*

*Nederland from Amsterdam, Southampton and Genoa to Egypt, Ceylon, Sumatra, Straits and Java.*

*New Zealand Shipping from Southampton to New Zealand, via Panama Canal.*

*Nippon Yusen Kaisha from London and Marseille to Egypt, Ceylon, Straits, China and Japan; also from Seattle, U.S.A., to Japan and China.*

*Norddeutscher Lloyd from Antwerp and Genoa to Ceylon, Straits, China and Japan, also to Australia, via South Africa.*

*Oceanic S. S. Co. from San Francisco to Hawaiian Islands, Samoa and Australia.*

*Orient Line from London, Gibraltar, Toulon and Naples to Egypt, Ceylon and Australia.*

*Osaka Shosen Kaisha to Japan and China via Seattle.*

## To India, Burma and Ceylon.

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*Pacific Mail* from San Francisco to Hawaiian Islands, Japan, China and Philippine Islands.

*Peninsular and Oriental* from London, Gibraltar, Marseille and Malta to Egypt, India, Ceylon, Straits, China, Japan and Australia.

*P. and O. Australia via the Cape Service* from London to Australia, via South Africa.

*Rotterdam Lloyd* from Rotterdam, Southampton and Marseille to Egypt, Ceylon, Sumatra and Java.

*Shaw, Savill and Albion* from Southampton to New Zealand, via Panama Canal.

*Toyo Kisen Kaisha* from San Francisco to Hawaiian Islands, Japan, China and Philippine Islands.

*Trasatlantica* from Barcelona to Egypt, Ceylon, Straits and Philippine Islands.

*Union Australasian* from San Francisco to Tahiti, Rarotonga, New Zealand and Australia.

*White Star Line* from Liverpool to Australia, via South Africa. "Cook's Ocean Sailing List, with Hints to Intending Travellers by Sea," furnishes full information regarding fares and dates of sailing of steamers, etc., to all parts of the world.

### Round-the-World Tours by all Routes.

### FARES FROM ENGLAND TO INDIA, Etc.

#### ROUTES TO BOMBAY AND KARACHI

1.	From London (Tilbury) by P & O Mail Steamer, via Gibraltar, Marseille, Port Said, and Aden to BOMBAY	1ST CL		2ND CL	
		£	s. d.	£	s. d.
	Single Journey .....	70	0	51	0 0
	Return, from or to Colombo one way, available for 21 months .....	122	0	95	0 0
2	From London, via Paris, Lyons, Marseille, P & O. Steamer, Port Said, Suez and Aden to BOMBAY				
	Single Journey { including ordinary train from	68	6 11	51	6 2
	{ including P & O. Special train from	75	10 0		.
	Return Journey { including ordinary train from	120	13 10	96	12 1
	{ including P & O. Special train, available for 24 months .....	133	0 0		.
3.	From London by British India Line to BOMBAY				
	Single Journey .....	62	0 0	52	0 0
	Return, available for 24 months .....	109	0 0	91	0 0
4.	From Liverpool by Anchor Line Steamer to BOMBAY.				
	Single Journey .....	66	0 0		.
	Return, available for 24 months .....	116	0 0		.

FARES FROM ENGLAND TO INDIA, Etc.—*continued*ROUTES TO BOMBAY AND KARACHI—*(continued)*.

5	From Liverpool by Ellerman's City & Hall Line Steamer to BOMBAY or KARACHI.	1ST CL	2ND CL
		£ s. d.	£ s. d.
	Single Journey .. from	60 0 0	46 0 0
	Return, available for 24 months, from	105 0 0	80 0 0
	Single Journey, by Steamer not carrying Surgeon or Stewardess ..	50 0 0	.
	Return, available for 24 months ..	87 0 0	.
6	From London, via Calais, Paris, Simplon, Venice, by Simplon Orient Express, thence by Lloyd Triestino Steamer to BOMBAY		
	Single Journey, <i>not</i> including Sleeping Car berth Paris to Venice .. ..	70 0 0	
	Single Journey .. ..	..	51 0 0
	Single .. ..	57 0 0	..
	(a) 1st class by ordinary train to Venice (without Sleeping Berth) and 2nd class passage Venice to Bombay.		

For fares by the Overland Desert Mail route *via* Beni, see p. 35

## ROUTES TO CALCUTTA

7.	From London (Tilbury), by P & O Intermediate or B I Steamer, <i>via</i> Malta and Port Said to CALCUTTA.	1ST CL	2ND CL
		£ s. d.	£ s. d.
	Single Journey .. from	66 0 0	56 0 0
	Return, available for 24 months from	116 0 0	98 0 0
8.	From Liverpool by Ellerman's City Line Steamer to CALCUTTA.		
	Single Journey .. from	61 0 0	50 0 0
	Return, available for 24 months, from	112 0 0	87 0 0
	Single Journey, by steamer not carrying Surgeon or Stewardess ..	55 0 0	.
	Return, available for 24 months ..	96 0 0	..

Fares by steamer to Bombay, thence overland to Calcutta, will be quoted on application

## ROUTES TO RANGOON

9.	From Liverpool by Bibby Line Steamer to RANGOON.	1ST CL	2ND CL
		£ s. d.	£ s. d.
	Single Journey .. ..	76 0 0	..
	Return to London available for 24 months .. ..	132 0 0	..
10.	From Liverpool by Henderson Line steamer to RANGOON		
	Single Journey .. from	65 0 0	..
	Return, available for 24 months, from	117 0 0	..
	Fares by overland routes <i>via</i> India and Ceylon will be quoted on application.		

FARES FROM ENGLAND TO INDIA, Etc.—*continued.*  
ROUTES TO COLOMBO

			1 <sup>ST</sup> CL	2 <sup>ND</sup> CL
11	From London by P. & O. Mail Steamer to COLOMBO (minimum rate accommodation)		£ s d	£ s d
	Single Journey .. .	from	70 0 0	54 0 0
	Return, available for 24 months from	122 0 0	95 0 0	
	From or to BOMBAY one way			
12	From London by P. & O. Intermediate Steamer to COLOMBO (minimum rate accommodation)			
	Single Journey .. .	from	60 0 0	50 0 0
	Return, available for 24 months, from	105 0 0	88 0 0	
13	From Liverpool by Bibb, Line to COLOMBO			
	Single Journey .. .	from	66 0 0	
	Return (to London), available for 24 months	113 0 0	..	
14	From London by British India Line to COLOMBO			
	Single Journey .. .	from	60 0 0	50 0 0
	Return, available for 24 months ..	105 0 0	88 0 0	
15	From Liverpool by Ellerman's City Line to COLOMBO			
	Single Journey .. .	from	58 0 0	48 0 0
	Return, available for 24 months ..	101 0 0	81 0 0	
	Single Journey, by Steamer not carrying Surgeon or Stewardess ..	52 0 0	..	
	Return, available for 24 months ..	91 0 0	..	
16	From London by Orient Line to COLOMBO			
	Single Journey .. .	from	68 0 0	56 0 0
	Return, available for 24 months, from	119 0 0	97 0 0	
17	From London by Nippon Yusen Kaisha Line to COLOMBO.			*3rd class
	Single Journey .. .	from	70 0 0	51 0 0
18	From Southampton by Nederland or Rotterdam Lloyd Line to COLOMBO.			
	Single Journey .. .	from	83 0 0	59 5 0
19	From London via Calais, Paris, Marseilles, thence by Messageries Maritimes Line to COLOMBO			
	Single Journey .. .	from	58 6 11	30 6 2

## ROUTES TO MADRAS

			1 <sup>ST</sup> CL	2 <sup>ND</sup> CL
20	From London by P. & O. Intermediate or B I Steamer to MADRAS		£ s d	£ s d
	Single Journey .. .	from	62 0 0	52 0 0
	Return, available for 24 months, from	109 0 0	91 0 0	
21	From Liverpool by Ellerman's City Line Steamer to MADRAS			
	Single Journey .. .	from	60 0 0	48 0 0
	Return, available for 24 months, from	105 0 0	81 0 0	
	Single Journey, by Steamer not carrying Surgeon or Stewardess ..	53 0 0	..	
	Return, available for 24 months ..	93 0 0	..	

Fares by Steamer to BOMBAY or COLOMBO, thence by rail, will be quoted on application.

## PASSENGER ARRANGEMENTS.

AT OUR CHIEF OFFICE, LUDGATE CIRCUS, LONDON, and at any of our Branch Offices, passages can be booked, berths secured by all lines of steamers, and plans of vessels inspected.

Passengers proceeding to India by long-sea route from London are informed that the **P. & O. Mail Steamers to Bombay** are despatched from  **TILBURY or ROYAL ALBERT DOCK**, or (if the state of the tide requires it) from off Tilbury every week: to China generally on alternate Fridays, also to Australia, generally on alternate Fridays.

A Special Train usually leaves St. Pancras Station (L.M.S.R.) on the day of embarkation, for Tilbury Dock, Tilbury, and Liverpool Street for Royal Albert Dock as the case may be. When embarkation takes place off Tilbury, a commodious River Steamer awaits the arrival of the passengers by the Special Train, and conveys them to the Company's Steamer lying in the River. Railway Tickets for passengers and their friends are sold at St. Pancras and Liverpool Street Stations. Fares are given below.

The Intermediate Steamers to Colombo and Calcutta and the Direct Mail Steamers to China and Japan are despatched from the **ROYAL ALBERT DOCK** generally on alternate Saturdays and Fridays respectively, but if the state of the tide requires it, passengers are embarked off Tilbury.

The above arrangements are liable to occasional variation, but information as to any specified departure may be obtained on application.

### Fares by the Special Train from St. Pancras Station —

FIRST CLASS.	TO TILBURY DOCK.	THIRD CLASS.
Single .. .. ..	3s. 9d.	Single .. .. 2s. 3d

FIRST CLASS.	TO TILBURY. (Including River Steamer)	THIRD CLASS
Single .. .. ..	5s. 0d.	Single .. .. 3s. 0d.

## To India, Burma and Ceylon.

The British India Steamers leave the Royal Albert Dock (London) :

For Bombay alternate Fridays  
,, Calcutta alternate Saturdays.

Passengers embark at Royal Albert Dock or from off Tilbury

The Orient Line Mail Steamers leave Tilbury Dock :

For Colombo and Australia monthly Embarkation by Special Train from St Pancras Station

Tickets for the Special Train and Tender can be obtained at the Station —

FIRST CLASS						
Single ..	..	.	..	..	.	5s 0d

By the Special Trains arrangements are made for the free conveyance of hand-baggage only. Other baggage is subject to an extra charge

The time and place of embarkation of most of the other lines from London and from Liverpool usually depend on the tide, and such arrangements are frequently not definitely made until about a week before the day of sailing. Baggage, however, can generally be collected by us, and sent in advance to the loading berth of the Line. In these matters we are always in a position, and at all times happy, to afford latest and reliable information.

## BAGGAGE.

We arrange for the collection and shipment of baggage by all lines of steamers at an inclusive charge for collection, dock dues, and shipping. Heavy baggage should be delivered alongside not later than 2 days before the sailing of the steamer.

Instructions to collect baggage from London or suburban addresses should reach us not later than 4 days previous to sailing, and all baggage or parcels sent to us for shipment should be delivered at our City Warehouse, 70-77, Cowcross St., E C 1, 4 days in advance. Labels showing the Port at which baggage is to be landed will be supplied, and passengers are advised to place two of these

labels on each package before sending it for shipment. All old labels should be removed or obliterated. Printed labels for "Cabin," "Hold," etc., supplied on application.

Passengers residing in the Country can send their heavy baggage to our Warehouse, and we will despatch it to the Docks for shipment. Care must be taken that all packages bear the owner's name. All heavy baggage, freight, and correspondence relating thereto should be addressed to our Shipping and Forwarding Dept. Office and Warehouse, 70-77, Cowcross Street, London, E.C. 1.

The baggage of passengers must contain only their personal effects. Packages containing jewellery, plate, and other valuables, also bicycles, tricycles, photographic apparatus, etc., must be specially declared and freight paid thereon. Any infringement of these regulations will subject the packages to detention for freight by the Company's agents.

Deck chairs can be purchased for passengers and shipped as their baggage.

Passengers to India are allowed the following amounts of personal baggage free of charge —

	P & O	B I	Orient.	Other Lines, usually
First Class . .	336 lb	336 lb	10 cub ft	10 cub ft
Second Class . .	168 "	168 "		20 "
Children (paying half fare) ..	Half	Half.	Half	Half
Extra baggage per 112 lb ..	10s	10s		
Extra per cubic foot ..	.	.	3s	2s 6d

(For special notices to Marseille Passengers, see pp. 34-38 and 141.)

All baggage is at the passenger's sole risk, unless insured.

For journeys on the Continent, travellers should take as little baggage and as few packages as possible. Owing to the great risk of robbery en route, no money, jewellery, or similar articles of value should be packed in registered luggage, or in luggage sent by *Grande* or *Petite Vitesse*.

In Italy, moreover, this is against the regulations ; and in the event of anything being stolen in transit there is no remedy for the owner. As a general rule, on the Continent passengers are not allowed more hand-baggage than can be placed in the net above their seats.

**Freight.**—We arrange for the shipment of packages of Household Effects, Motor Cars, Carriages, Furniture, Bicycles, General Merchandise, etc., as Freight to all parts of the world at Current Rates. Bills of Lading taken out and all Customs operations performed.

**Horses, Dogs, and other Live Stock, etc., shipped.** Freight, food, stabling and attendance arranged.

**Insurance** effected as Agents on baggage and freight shipped by us, at moderate rates, from residence in the United Kingdom or on the Continent to ultimate destination, covering loss, and partial loss by fire, theft, or damage.

We are also in a position to insure Travellers' baggage under a separate scheme, by which the baggage is covered whilst being conveyed by sea or land, staying in hotels, etc., against loss, including theft and pilfering, fire, and damage by sea-water. The Insurance is effected for a given time, and holds good during any journey, covering the baggage whilst on the railway, in hotels, and in fact in any place in which it may be during the journey. Partial loss of baggage is covered by the Insurance.

**Warehousing.**—Baggage and Cargo may be stored in any of our Warehouses for any period at moderate rates (See also pp 22, 37, 141, 155.)

**Passports.**—Passports are required for India, United States of America, Australia, New Zealand, China and Japan, and they must bear the *visas* of Consular representatives in the United Kingdom of the country or countries to or through which the traveller is proceeding. Particulars on application at any of Cook's Offices. Canada is now an exception for British subjects proceeding thither direct, but in any case a Passport is necessary when returning to Great Britain.

## MILITARY BAGGAGE.

Amount allowed to Military Officers, Warrant Officers, Non-commissioned Officers and Men, when Travelling by Trooper to and from India, or at Government expense on permanent or temporary duty.

(As shown in the Army Regulations, India, Vol. X, 1917 )

RANK.	TO OR FROM U K OR COLONIALS	WITHIN INDIAN LIMITS OR "BEYOND SEA."	
		PERMANENT DUTY	TEMPORARY DUTY.
Maj -Gen ..	Cwt. 36	Maunds. 20	Maunds 10
Brig -Gen ..	30	20	10
Colonel ..	{ 30 (1) } { 18 (2) }	15	7
Lt -Col ..	{ 20 (1) } { 18 (2) }	15	7
Major ..	{ 18 (1) } { 15 (2) }	15	7
Captain ..	{ 12 (1) } { 10 (2) }	10	5
Sub ..	{ 12 (1) } { 9 (2) }	10	5
I A. Reserve ..	..	..	5
D. Warrant Officer ..	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$
R & G ditto (5)	3 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$
Schoolmaster if W.O.	4 $\frac{1}{2}$	4 $\frac{1}{2}$	4 $\frac{1}{2}$
Ditto, not W.O.	3 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$
Schoolmistress ..	3 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$
N.C.O. cl 1 (5)	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$
ditto cl. 2 (5)	1 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$
ditto cl. 3 ..	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$
Other N.C.O.'s ..	{ According to rank }	1 $\frac{1}{2}$	1 $\frac{1}{2}$
Sergeants ..	1 $\frac{1}{2}$	1	1
Rank and file ..	{ 37 lb (3) } { 50 lb (4) }	1	1

Note—1 maund=82 28 lb.

- (1) For R.A.M.C., R A V.C., and all staff officers.
- (2) For regimental officers.
- (3) For R.G.A. and British Infantry.
- (4) For British Cavalry, R.H. or F.A., and British Mountain Battery.
- (5) Military mechanists, R.E., when travelling on

duty are allowed half a maund extra to cover conveyance of technical books

The following extracts from the Army Regulations, India, and the King's Regulations and Orders for the Army, particularly apply to personal baggage —

Par. 121. When proceeding to the U.K. each article of baggage of the undermentioned details and their families should be painted with the number, rank, name, and unit of the individual—in the case of invalids a further distinguishing black band, 3 inches wide, round the centre of each kit bag—and be also labelled as follows.—

All time-expired men and reservists	..	Discharge dépôt
other than those of the Southern group,	..	
R G A, whose baggage should be labelled		Rowner
All invalids	..	Netley.
Details under transfer to the home establishment or auxiliary forces, or joining classes of instruction	..	Transfer
Warrant and N C O.'s of the Indian establishment and others proceeding on furlough; widows and wives unaccompanied by their husbands	..	A red star.

Par. 123. Before the unit leaves its original station for a port of embarkation, the regulation baggage and stores accompanying it should be measured and weighed, and a return of the same sent so as to reach the staff officer at the port of embarkation not less than three days before the unit embarks. As a further check the baggage and stores of units embarking at Bombay or Karachi will again be measured at the last military station at which a halt is made before embarkation, and all baggage in excess of the regulation weight or measurement should then be set aside for disposal privately.

Par. 124. In the case of individuals proceeding by government or hired transport from Bombay or Karachi, their heavy baggage must be delivered at the Sassoon Dock or Karachi as the case may be, two days before the sailing of the vessel, to admit of its being measured, weighed, and registered by the embarking officer before shipment.

Par. 125. The embarking officer may reject any baggage which exceeds the regulation weight or measurement, or which is not delivered within the prescribed time, and no baggage will be shipped without his permission in writing.

Par. 126. Government accepts no responsibility for damage or loss of private baggage nor of the military baggage of not-entitled passengers. The insurance of such baggage therefore rests solely with the passenger.

Par. 127. The O.C. at the port of embarkation may sanction the despatch by a government or hired transport of any regulation baggage unavoidably left in India on the departure of the owners, or of baggage specially allowed to be embarked in other cases. Edibles may not be shipped without the consent of the ship's commander.

The baggage so shipped must comply with existing regulations as regards size of packages, etc., and the amount shipped by any individual will not ordinarily exceed two-thirds of the scale laid down in par. 104 (*see p. 12*).

All Government Transports are met on arrival at English Ports by our representatives, who will receive instructions as to the Customs clearance and despatch to ultimate destinations of any baggage not immediately required.

Keys and declaration forms should be handed to our assistants in attendance on the quays.

Par. 1,528. A C.O. will cause baggage to be collected and measured before shipment. Baggage will not exceed 5 cubic feet for each cwt. Any article measuring more than 30 cubic feet or weighing more than 6 cwt will not be accepted for shipment.

Par. 1,529. A C.O. will prepare a statement in detail of the baggage to be shipped, and send it by post to the staff officer in charge at the port of embarkation, so as to be received the day before the baggage arrives. Casks, hampers, carriages, carts, pianos, and similar packages are prohibited, as are also padlocks, cordage, cleats for rope handles, and other projections, which cause loss of stowage. Crates can only be accepted at owner's risk. Bicycles before shipment should be stripped, that is, the handles should be placed at right-angles to the position they usually occupy, the pedals removed from cranks, the saddles removed and the whole packed in a light framework crate of the smallest dimensions. Not more than forty bicycles may be shipped in any one transport without special permission.

Par. 1,530. Each article will have distinctly painted upon it, in front, the name, rank and corps of the owner.

Par. 1,531. Explosive or combustible articles will be excluded from any package. Methylated spirit, matches, and fusees are strictly prohibited.

Par. 1,532. Heavy baggage will be labelled "Baggage Room." This baggage cannot be obtained during the voyage. Changes of clothing for officers and ladies required in addition to the baggage for cabin use will be packed in separate boxes, labelled "Change of Clothing," and stowed in the "Present Use Baggage Room" when there is one, or in the main baggage room near the door. Any package labelled "Change of Clothing" will not exceed 2 cwt. in weight, and the number allowed is limited to two for each individual.

Par. 1,533. Each officer or lady will be allowed a few articles of baggage in the cabin. No article may exceed 3 feet long, 2 feet wide, and 1 $\frac{1}{4}$  inches deep, and each must be labelled "Cabin."

Par. 1,534. A soldier's wife may have in the women's quarters one box not higher than 1 $\frac{1}{4}$  inches. It will be marked with the husband's name, rank, and regiment, labelled "Women's Quarters," and taken on board by the owner.

Par. 1,535. In addition to the labels mentioned above, an officer (not on duty with troops) and his family, a woman unaccompanied by her husband, and the orphan children of soldiers, will be provided with labels for attachment to each package. These labels, and others showing the destination, will be affixed to both ends of each package before it is sent to the ship. They may be obtained from the headquarters of each district. General officers will address applications for labels to the War Office.

Par. 1,536. Heavy baggage (including that of individuals) will, when practicable, be shipped the day before the troops or individuals embark. In the case of a unit the C.O. will notify to the staff officer the day and hour at which the baggage may be expected to arrive. A detachment, with a proportion of officers, and including as many officers' servants as can be spared, will be sent to the port to place the baggage on board.

*Our Southampton Agent (see p. 20) undertakes the shipment of baggage, etc., and passengers are advised to communicate with him, when full directions, labels, etc., will be sent.*

### LETTERS AND TELEGRAMS.

Letters for *homeward* passengers calling at Marseille, if received the day before the steamers arrive and endorsed with the name of the steamer, will be sent on board; otherwise they will be kept at the office until called for. Passengers expecting letters, but not having received them on board, should, therefore, call at our Marseille office.

Letters to overtake *outward* passengers calling at Marseille, should be posted to the care of our Agent, 118, rue Noailles, in sufficient time to be delivered in Marseille on the morning of the day of the steamer's departure thence.

Letters to overtake *outward* passengers proceeding in ships calling at Naples should be posted to the care of our Agent, Galleria Vittoria, Via Chiaramonte, in sufficient time to be delivered in Naples on the morning of the day of the steamer's departure thence.

The P. & O. Company does not undertake to deliver letters or telegrams addressed to Suez. Passengers by other lines of steamers should request their friends to direct letters or telegrams to the care of our Agent at that port.

**Telegrams**, announcing the safe arrival of passengers, can be sent home to friends at the following rates, viz —

India or Ceylon, Australasian ports or South Africa, 7s. 6d. China or Japan, 20s.

The charge must be paid to us before departure, and the full address of the person to whom the arrival is to be announced must be furnished.

Telegrams for passengers *en route* may be sent to the care of our Plymouth, Southampton, Liverpool, Gibraltar, Malta, Marseille, Genoa, Naples, Venice, Port Said or Suez, etc., offices or agencies, when they will be delivered immediately upon arrival of the vessel. Care should be taken to ascertain that the steamer will call at the port to which telegrams may be sent.

## To India, Burma and Ceylon.

### TELEGRAPHIC RATES FROM ENGLAND.

Telegrams are sent by the Post Office, Eastern, American and other Companies, at various rates. The lowest charges *per word* (including name and address) between the United Kingdom and the following countries are:—

Algiers, 3d ; Argentine, 2s 9d ; Austria, 3½d ; Hungary, 4d ; Belgium, 2½d ; Bermuda, 2s. 1d. ; Canary Islands, 1½d ; Cyprus, 1s 1½d. Denmark, 2½d. France, 2½d ; Gibraltar, 3d. ; Greece, 6d. , Italy, 2½d. ; Malta, 4d. ; Norway, 2½d. ; Portugal, 3d. ; Romania, 4d. , Russia, 5½d. , Czechoslovakia, 3½d. , Spain, 2½d and 1½d. ; Sweden, 2½d. ; Switzerland, 2½d. ; Tuikey, 6d. ; Aden, 2s. ; Australia, 2s 6d. ; Brazil (Pernambuco), 1s 7d. , other places 2s. 7d. to 5s. ; Canada, 1s to 3s. 2d. ; Cape Colony, 2s. ; Ceylon, 1s. 8d. , China (Macao), 3s. 2d. , other places, 3s. , Alexandria, 1s. , Egypt (Lower), 1s. , other places, 1s 1d and 1s 4d. ; Germany, 3d. ; Holland, 2½d. ; India, 1s. 8d. ; British Burma, 1s 8d. ; Japan, 3s. 4d. ; Java, 3s. 2d. ; Madeira, 1s. ; Mauritius, 2s. , Natal, 2s. ; New Zealand, 2s. 7d. ; Malav Peninsula, 1s 10d. ; Southern Rhodesia, 2s. 2d. ; Transvaal, 2s. ; United States, 9d to 2s. 5d. ; West Indies (Turks Island), 1s. 2d.

### INDIAN IMPORT DUTIES.

Apparel, Wearing, accompanied.—See note on p 18.

"	" for personal use, as cargo	Of cotton and wool, 15 per cent. of silk, 30 per cent. on value
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### ARMS AND AMMUNITION—

Firearms, other than pistols, including gas and air guns and rifles	.. .. ..	Rupees 15 each or 30 per cent., on value, whichever is higher
Barrels for same, whether single or double	.. .. ..	
Pistols, including automatic pistols and revolvers	.. .. ..	
Barrels for same, whether single or double	.. .. ..	

Boots and Shoes . . .	15 per cent on value.
Cartridges . . .	30 " " " "
Clocks and Watches . . .	30 " " " "
Cutlery . . .	15 " " " "
Dress materials not made up . . .	15 " " " "
Earthenware and Chinaware . . .	15 " " " "
Electro-plated Ware . . .	30 " " " "
Furniture, Cabinet Ware	15 " " " "
Glassware . . .	15 " " " "
Jewellery . . .	30 " " " "
Musical Instruments or Cycles	30 " " " "
Motor-cars and Motor-cycles . .	30 " " " "
Provisions and Oilman's stores	15 " " " "
Saddlery and Harness . . .	15 " " " "
Silk piece goods and other manufactures of silk . . .	30 " " " "
Stationery . . .	15 " " " "
Toys and Games . . .	30 " " " "
Uniforms and Accoutrements appertaining thereto, im- ported by a public servant for his own personal use . .	Free.

NOTE.—In accordance with the latest Customs regulations, the ordinary personally accompanied baggage of passengers coming into India is exempted from Customs duty provided it appears to the Customs authorities to be imported in a moderate quantity and necessary for the personal use of the passenger while travelling or immediately on arrival at destination.

Pianos, Motor Cars and Cycles and Carriages are, however, subject to duty in every case.

The importation of Arms, ammunition, and parts thereof into India through the medium of the Parcels Post is prohibited under the Indian Arms Act, and any contravention of this prohibition renders the goods liable to confiscation.

All persons importing firearms into India and Burma, for private use, must obtain from the Commissioner of Police a "Possession Licence," firearms being detained at Port of Arrival until this licence is produced.

The foregoing particulars are quoted from the latest information in our possession at the time of going to press, but we cannot accept any responsibility with regard to its accuracy.

**POR TS OF CALL AT WHICH WE HAVE BRANCH OFFICES, AGENCIES OR CORRESPONDENTS.****DOVER.**

**Hotels**—Lord Warden, Grand.

**Cook's Interpreter's** postal address c/o Station Master, Marine Station ; telegraphic, "c/o Sudest, Dover."

There is a frequent service of trains between Dover and London on the Southern Railway. The distance is 76½ miles by the Charing Cross, Cannon Street and London Bridge route, and 77½ miles by the Victoria, Holborn Viaduct and St. Paul's route.

Dover (pop. about 44,000), the nearest point of the English coast to France, is a seaport of rapidly growing importance. Since 1893 the outer harbour has been formed by extending the Admiralty Pier, and by building a new Eastern Arm and Southern Breakwater. The new Admiralty Harbour cost several million pounds. It encloses at low water an area of 610 acres, and is deep enough to accommodate the largest men-of-war at all tides. Dover has thus become an important Naval Station, possessing the finest harbour of refuge on either side of the Channel.

Large works were in progress for several years before the war for the reclamation of land to form the site of a new Continental Station, but the building of the station itself was interrupted by hostilities. It has, however, recently been completed and opened for traffic. The new station is very large and commodious and fully equipped with every modern improvement for the convenience of outward and homeward passengers. There is every facility for berthing steamers, refreshment rooms, etc.

Dover Castle is one of the most ancient strongholds of England, many stirring scenes having been enacted within and around the old walls. It presents architectural features which can be traced back to the beginning of the Christian era.

Canterbury, famous for its Cathedral and the shrine of St. Thomas à Becket, is about half an hour's journey from Dover. Folkestone, one of the most fashionable seaside

resorts, and one of the ports of departure for and arrival from the Continent, can be reached in a few minutes by train from Dover.

Steamers in connection with the Continental railway services start for and arrive from Calais and Ostend several times a day.

Passenger steamers are visited on arrival by our Representative to assist passengers in landing or embarking.

### SOUTHAMPTON.

**Cook's Office**—32, Oxford Street

**Hotels**—South-Western, Dolphin, Polygon.

Southampton (population in 1921, 162,200) is 79 miles from London, and there is a frequent service of trains on the Southern Railway between these two places, also between Southampton and the West of England on the same Company's system.

Passengers landing or embarking have every convenience and facility. Special passenger trains from Waterloo Station (London) run direct into the Docks alongside the Mail Steamers or Tenders, on days of sailing, in about one hour and thirty minutes, and *vice versa* on days of arrival. Passengers' baggage loaded and unloaded direct into or from the Railway vans.

The London, Midland & Scottish Railway Company affords the best communication from Southampton with the North of England, Scotland and North of Ireland, *via* London.

The Great Western Railway Company provides accommodation between Southampton and Paddington Station (London), also the Northern and Midland Counties, South and North Wales, and Fishguard for Ireland. Through trains are run to Liverpool, Birmingham and the Midlands, *via* Andover and Cheltenham.

The hired Transports which have taken the place of H.M.'s Troopships embark and disembark their troops at Southampton, where our Representative will arrange for the collection, shipment, storage, or forwarding of baggage, and will receive or forward letters, telegrams, etc., for passengers. *On pages 12-15 will be found particulars of baggage allowance to Officers travelling at Government expense.*

STEAMERS LEAVE SOUTHAMPTON AS UNDER —  
 EGYPT, CEYLON, STRAITS, JAVA, CHINA, JAPAN —

Nederland Steamship Company fortnightly to Colombo, Sabang, Singapore and Batavia (Java). Rotterdam-Lloyd fortnightly (or weekly) to Colombo, Padang and Batavia (Java).

UNITED STATES (Lines to NEW YORK) —

Cunard, White Star, Red Star, Holland-America, R.M.S.P., United States, United American Lines, Norddeutscher Lloyd and Hamburg-America.

CANADA —

Canadian Pacific, Cunard, White Star, etc.

SOUTH AMERICA, etc. —

Royal Mail (R.M.S.P.) about weekly to Brazil and River Plate.

SOUTH AND EAST AFRICA —

Union-Castle Mail steamers every week to Cape Town, Port Elizabeth, East London, Durban and East Coast Ports; also monthly via Suez Canal and East Coast Ports to Durban (starting from London).

NEW ZEALAND —

Shaw, Savill and Albion and New Zealand S. Co.'s services, regularly, *via* Panama Canal.

INDIA —

City Line to Ceylon, Straits, China, and Japan monthly. Our uniformed Representatives are in attendance to assist passengers in landing and embarking.

**Banking and Exchange.** — Payments are made on Letters of Credit, Travellers Cheques issued and cashed, and Foreign Moneys exchanged. Drafts issued and cable payments made on all principal towns. Insurances effected.

**TICKETS** issued to all parts of the world.

**Baggage.** — Representatives from our Office meet all homeward-bound steamers on arrival at Southampton and render every assistance in clearing of baggage, etc., and forwarding it to destination. Passengers landing from steamers before their arrival at Southampton can leave the heavy baggage on board, and if a declaration form, giving particulars of the packages and their contents, is sent to our Southampton Office, together with the Baggage Receipt endorsed, the packages will be cleared immediately on arrival and despatched to destination or stored as required.

Keys of all locked packages are absolutely necessary for Customs clearance.

Letters for passengers by incoming steamers can be addressed to the care of our Office, and will be taken on board immediately on the vessel's arrival.

Forms for reporting arrival, if not previously obtained, will be supplied to Government officials.

**Warehouse.**—A dry, spacious warehouse is attached to our Office, which passengers will find a great convenience, baggage and packages of every description being stored therein, and passengers will find every facility for inspecting and repacking their packages, if desired.

Packages or baggage intended for shipment by steamers leaving Southampton may, if desired, be sent to our warehouse to await instructions as to shipment.

### PLYMOUTH.

**Cook's Office**—17, George Street, and on Pier

**Hotels**—Hoe Mansions, Duke of Cornwall, Albion and Continental.

Plymouth (population 1921, of Plymouth, Stonehouse and Devonport, 209,857), is a charming centre for land and water excursions, owing to its proximity to the quaint rural and fishing villages of Devon and Cornwall and the Forest of Dartmoor, and is well worthy of a prolonged stay. Here, also, are some of the largest Naval and Military Establishments in the United Kingdom. Distance from London 226½ miles.

Cook's Pier Office, where ocean passengers land, is open for all steamers. Baggage stored, forwarded, etc

The outward bound P. & O. Steamers do *not* touch at Plymouth; but the homeward mail steamers call there to land passengers, mails and specie.

Steamers of several other lines call at Plymouth on the homeward voyage, viz. —British India, from India; Orient Line, Holland-America Line from New York; Cunard Line, from New York and Canada; United States also United American from New York; Royal Holland Lloyd, from New Orleans, etc.; Royal Netherlands West India Mail Service, and the West African Line from the West Coast, calling at the Canary Islands; Cie. Gen. Transatlantique from West Indies and Central America, also from New York; Ellerman and Bucknall, from South Africa; and Union Castle Intermediate to South and East Africa (monthly).

The outward bound steamers of the Cie Gén Trans-atlantique to New York call at Plymouth, Union Castle Intermediate to South and East Africa (monthly); and Aberdeen Line to Australia.

*Note*—Baggage arrangements, etc., for homeward passengers are fully explained on pp. 140-143.

The Great Western Railway Company runs special trains off Ocean Liners at Plymouth from the Docks, either through to London or to connect with one of the ordinary trains from Millbay or North Road Stations. A direct service connecting the North-West and Midlands of England, Wales, and Ireland, is also available.

The Southern Railway Company runs a service of express Corridor, Luncheon and Dining-car trains on week days and Sundays between Plymouth (Friary, Mutley, North Road), Devonport, and London (Waterloo), with improved connections to the Midlands and North of England. Passengers can travel either class and obtain meals *en route* at the following charges per head. Breakfast, 3s 6d; Luncheons, 3s 6d; Dinner, 4s 6d. During the winter months the carriages are specially heated.

COUPON RAILWAY TICKETS for London by GREAT WESTERN RAILWAY including landing charges are issued at our Offices abroad or on board the steamers at the following rates—

First Class	.	..	..	50s	8d
Third Class, by direct route	:	..	..	32s	0d
Children under twelve, half-price					

For the convenience of friends of passengers landing at Plymouth from all steamer lines desiring to meet such passengers, they may obtain on production of a voucher (procureable at the Companies' City or West End Offices) return tickets from London to Plymouth and back by the Gt Western or Southern Rly. at the following reduced rates.

First Class, 62s 3d, Third Class, 37s 6d.  
Such tickets are not, however, interchangeable between the two railways.

#### Trains from Plymouth to London by the Great Western Line (Week Days).

Subject to alteration without notice

	a.m.	a m	p.m.	p m	p.m.	p m	Night
Plymouth { Millbay dep	8 15	11 10	12 10	1.25	3.30	6 20	12 15
North Rd. ,,	—	11 16	12.30	2 0	4 18	6 26	—
London— (Paddington) . . arr	p m	p m	4 45	6 50	10 25	11 20	a m 7 10

Restaurant Cars (both classes) are attached to most of these trains, and 1st class Sleeping Cars on the Night Train.

If the number of passengers landed is greater than can

be conveniently accommodated by the regular express trains from Plymouth to London, a Special Train, usually provided with Restaurant facilities, will be run for their accommodation, as soon as practicable after the arrival of the vessel. The Special Trains from Plymouth to London perform the journey in about 4 hours.

**Trains from Plymouth to Exeter, Bristol, and Bath  
(Week Days).**

*As the times of trains are frequently altered, passengers should verify them on landing. Railway officials are always in attendance at the Pier to give information.*

	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	
Plym'th { Millbay dp. N'th Rd "	8.15	8 35	9 18	10.30	11 15	12 10	12.30	1.25	—	
	—	—	9 23	—	11 20	12 30	—	1 40	—	
Exeter(S.David's) arr	9 51	10 22	11 40	12 10	1 30	1 38	1 50	2 52	—	
Bristol— (Temple Meads) "	—	12 22	—	2 7	—	—	4 0	4 29	—	
Bath .....	—	1 1	—	2 53	—	—	4 33	5 24	—	
	—	—	—	—	—	—	—	—	—	
Plym'th { Millbay dp. N'th Rd "	9. m	p.m.	m.nxt							
	—	2.15	3.30	—	4 15	5 5	6.20	7 40	12 15	
	2 0	2 20	3.55	4 13	4 21	5.10	6 26	8 0	—	
Exeter(S.David's) arr	3 21	4 57	5 17	5 35	6 44	7 28	7 47	9 31	1 50	—
Bristol— (Temple Meads) "	—	—	7 3	7.22	—	—	10 40	11 33	3 47	—
Bath .....	—	—	—	7.49	—	—	11.15	—	4 23	—

During the Summer Months these Services are augmented and accelerated.

**Banking and Exchange.**—Payments made on Letters of Credit; Travellers Cheques issued and cashed; Foreign Money exchanged; Drafts issued and cable payments made on all principal towns.

**Baggage.**—Passengers disembarking at Plymouth can send on their heavy baggage in the ship to London. Full instructions should be given at Cook's Pier Office as to clearing and forwarding it from the London Docks.

The baggage of passengers landed at Plymouth in the steam tenders of the Great Western Railway Company is conveyed to the baggage warehouse by the servants of the Company, who perform the unpacking and re-packing required for the Customs' examination. If passengers so desire, their baggage can be warehoused at a small charge, either at Plymouth or at any other Office of Thos. Cook & Son, Ltd.

Heavy baggage can be forwarded by Goods train, at the cheaper rates applying to this service.

Baggage and steamer chairs stored at moderate rates Our representative meets all steamers at Plymouth, and our Office on Millbay Pier is open for exchanging foreign money and dealing with baggage All branches of travel and banking business transacted at the Office, 17, George Street, Plymouth Passengers are recommended to write there, advising ship's arrival at Plymouth, when they will be met by our baggage staff

The Mail Steamers of the P. & O. Company disembark passengers at Tilbury and Royal Albert Docks. Our representative boards these vessels in the river of Gravesend, but as the time between then and the berthing of the vessel is short, it is desirable for passengers who wish their heavy baggage cleared and forwarded to have full particulars of it ready filled in on our declaration form, which, together with the keys, should be handed over to our representative on his boarding the steamer There is a frequent service of trains between the Docks and the Termini at Fenchurch Street, St Pancras, and Liverpool Street The L M S. Railway Co at Tilbury also give every assistance to passengers

The P. & O. Steamers from China and Japan, etc., do not call at Plymouth on the homeward voyage, and these vessels are boarded without fail by our representative on arrival either at Gravesend or Royal Albert Docks Our clients are requested, therefore, to await the arrival of our representative on board before making arrangements for disposal of their baggage, etc. Passengers leaving the steamer at Marseille or other intermediate ports can, however, leave their instructions on board with the purser, who will kindly take charge of the letter and hand it over to our clerk on arrival.

One of our representatives travels round from Plymouth to London on the British India Steamers with a view of rendering every possible assistance to passengers, and of supplying our clients having banking accounts, or those desiring to open such accounts, with power of attorney forms for drawing pay or pension from the Indian Government, and with forms for reporting arrival, etc

All other steamers without exception are boarded by our agents in uniform at Tilbury or the Royal Albert Docks. Unless previously sent to us, passengers should deliver to one of them their declaration form and keys, and he will render every assistance in the clearance of baggage through Customs.

Letters and Telegrams for homeward bound passengers can be sent to our care for delivery on board, providing they reach us in ample time to enable this to be done.

Passengers wishing to telegraph their safe arrival in England to friends in India can do so on payment in Bombay of Rs 7 8. The rate for every additional word is Rs 3 12. Telegraph Tickets can be obtained on application to Thos. Cook & Son, Ltd., at Bombay. Passengers applying by letter are requested to state both their own addresses in England and that of their friends in India.

### LIVERPOOL AND BIRKENHEAD.

Cook's Office—49, Lord Street, Liverpool.

**Hotels**—Midland Adelphi, Exchange Station, North Western.

Liverpool is the third largest town in the United Kingdom (population in 1921, 803,118; Birkenhead 145,592), situated on the estuary of the Mersey, at a distance from London of 201 miles by railway. There is an excellent service of trains between here and the metropolis and all parts of the country. It is connected with Birkenhead by the Mersey Tunnel, and on that side of the river the Docks extend for about one mile. On the Liverpool side the Overhead Electric Railway (opened 1893) runs parallel with the Docks, which extend for about 7 miles. Liverpool has the largest export trade in the United Kingdom.

The most important buildings are the Town Hall, St. George's Hall, Picton Library and Museum, Walker Art Gallery, University, Cotton Exchange, Dock Board Office, Royal Liver Building, and the Cunard Company's Offices, which are the largest and finest purely commercial structures in the country. The late King Edward VII. laid the foundation stone of a Cathedral on St James's Mount in 1904. The Lady Chapel was consecrated June 29th, 1910; and the first completed section—the whole of the east end—of the cathedral on July 19th, 1924. When finished it will be larger than any other cathedral in Great Britain and will be exceeded only by St. Peter's at Rome.

#### STEAMERS LEAVE LIVERPOOL AS UNDER:—

**INDIA, BURMA, AND CEYLON.**

*Anchor Line*, about fortnightly, for Bombay and Karachi.

*Bibby Line*, fortnightly, for Colombo and Rangoon  
*Ellerman's City Line*, about fortnightly, for Calcutta,  
occasionally calling at Colombo, or Madras.

Elleman's City and Hall Lines (usually two or three sailings monthly), for Bombay and Karachi.

*Henderson Line*, fortnightly, for Rangoon.

All these vessels call at Port Said.

## CANADA AND UNITED STATES.

Steamers of the Canadian-Pacific, Cunard, Furness, Leyland, White Star, and White Star-Dominion Lines sail at regular intervals.

## **SOUTH AND CENTRAL AMERICA**

Booth, Houlder, Lomport & Holt, Leslie, Nelson, and Pacific Steam (P.S.N.C.) Companies' steamers frequently.

## AUSTRALIA AND NEW ZEALAND

White Star Line steamers about monthly.

Federal and Share Li, e frequently

## EGYPT.

Steamers of the various lines to India, Burma, and Ceylon all call at Port Said. There are also frequent sailings by *Elleman's*, *Papayann* and *Westcott & Iaince Lines* to Alexandria.

There are also frequent sailings for France, Portugal, Spain, Mediterranean, and Black Sea Ports, etc

## SHIPPING AND FORWARDING DEPARTMENT.

**Baggage.**—The Loading Berths for all steamers to India, excepting the Harrison Line to Calcutta, are at Birkenhead, and all heavy baggage should be forwarded addressed as follows.—

At the same time advice of despatch should be sent direct to our Office to enable our Agent to look out for the arrival of the packages and see them shipped. It should be arranged that the baggage be sent so as to be alongside,

and the advice reach our Office, at least *three clear days* before the date of sailing. If the baggage is in the London district, the collection and forwarding can be arranged through the Shipping and Forwarding Department at 70/77, Cowcross St., London, E C 1. Passengers are advised to place themselves in communication with our Agent, who will furnish them with full particulars as to how the packages should be addressed, supply labels, etc.

**Freight.**—We arrange for packages of Household Effects, Motor Cars, Carriages, Furniture, Bicycles, General Merchandise, etc., to be shipped as Freight to all parts of the World at Current Rates. Bills of Lading taken out and all Customs operations performed. All shipments cleared at port of landing and forwarded to Up-Country Stations or stored if desired. We also arrange for

**Horses, Dogs, etc.,** to be shipped to all parts Freight, Food, Stabling and attendance arranged. Our Liverpool Agent has special experience in this class of business, the bulk of the Live Stock for the East passing through that port.

All Homeward-bound steamers met on arrival at Liverpool, and passengers can secure the assistance of our representative in the clearance and forwarding of their heavy baggage, etc.

If any special services are required, a letter of advice should be addressed to our Liverpool Office from Port Said, Alexandria, or Marseille.

Packages shipped as Freight cleared, forwarded or warehoused on receipt of Bill of Lading.

Baggage and steamer chairs stored at moderate rates.

**Banking and Exchange.**—Payments are made on Letters of Credit, Travellers Cheques issued and cashed, and Foreign Moneys exchanged. Mail and Telegraphic transfers undertaken.

### LISBON.

**Cook's Office**—52-54, Rua Aurea.

**Hotels**—Avenida Palace, Europe, Bristol, Francfort, Grand d'Inglaterra, Metropole, Victoria.

Distance by sea from Liverpool 983 miles; from Southampton (direct) 866 miles; duration of voyage

about 4 days from Liverpool and about 3 days from Southampton. Distance overland from London 1,464 miles, occupying about 50-65 hours Local time 37 minutes earlier than Greenwich

Lisbon (population 500,276 in 1920), the capital of the Republic of Portugal, is picturesquely situated on the bay of the Tagus, and has an excellent harbour. The eastern or old town, containing some Moorish remains, lies at the foot of the hills, and the western or modern town, with fine streets, squares, and public gardens, is built mainly on the hills

The Transatlantic Co.'s steamers call monthly at ~~route~~ to Ceylon and Manila. Lisbon is also a port of call for the steamers of the Booth, Pacific Steam, Royal Mail, Messageries Maritimes, Cosulich, Transatlantica, Italiana, Deutscher Atlantik Dienst, Fabre, Norddeutscher, Lloyd, Hamburg Amerika, Sud Atlantique, Royal Holland-Lloyd, Yeoward, and other lines.

**Shipping and Forwarding.**—Arrangements can be made for the forwarding of heavy baggage or goods to all parts  
Baggage stored

**Currency, see p. 104**

**Banking and Exchange.**—Payments made on Letters of Credit, Travellers Cheques cashed and Foreign Moneys exchanged at Cook's Office. Insurances effected

**Postage to England and other countries in the Postal Union, 1 escudo 60 c. ; to Spain, 40 centavos ; within Portugal, 40 centavos.**

**Telegrams to London, 1 esc 89 c. per word ; to Lower Egypt, 7 escudos 50 c. ; to New York, 9 escudos ; to India, Burma, and Ceylon, 12 escudos 60 c. , to Hong-kong and China, 22 escudos 50 c. ; to Japan, 25 escudos 02 c. ; to Australia and New Zealand, 18 escudos 75 c**

These rates are subject to alteration in accordance with the rate of exchange

Our interpreters assist passengers on board or on shore. Railway and steamer tickets issued to all parts. Insurances effected.

Carriages leave our Office daily for a tour of the city and its environs, including the Monastery of Belem, and daily excursions are arranged to Cintra, visiting the

Palace, Pena Castle, the beautiful gardens of Montserrat, and Cascaes. Moni' Estoril, a favourite winter resort, is only a short distance from Lisbon

### GIBRALTAR.

**Cook's Office**—56, Main Street (Post Box 84).

**Hotels**—Bristol, Cecil, Grand, and Grand Branch; at Algeciras, Reina Christina, Anglo-Hispano, Hotel de Paris, Hotel Terminus

*NOTE—THOS COOK & SON, LTD., beg to caution travellers in this district against touts and others who allege that they are employed by them to organise Conducted or Private Tours. Reliable information is given and all necessary arrangements made for any Tour at their Office, 56, Main Street, Gibraltar*

Distance from London by sea, 1,349 miles, duration of voyage, 4-5 days Distance overland from London, 1,660 miles, time occupied, 90 hours; through tickets can only be obtained at our Office Local time, 21 mins earlier than Greenwich

Gibraltar is a free port, and an important place of call for steamers, some 5,000 vessels entering the harbour during the year Population (1922) about 17,300, excluding about 3,000 military and naval The P & O, Orient, Anchor, Cunard, White Star, and other lines of steamers call, and there are local vessels to Tangier, Casablanca, Oran, etc.

Passengers from P. & O steamers are landed in steam launches at the Company's expense Landing tickets obtainable on board. Passengers from other steamers under ordinary circumstances are conveyed to (or from) the shore (Waterport) in tenders at a charge of 1s. each person, White Star, 2s each.

**Carriage Excursions**, occupying about two hours, to all places of interest are arranged by our uniformed Representative, who goes on board on arrival of the steamer; fare, 5s. per person for a minimum of three or four persons

The Currency is English, but Spanish money is taken at a varying premium

**Banking and Exchange**.—Payments are made on Letters of Credit, Travellers Cheques cashed and issued, and

Foreign Moneys exchanged at Cook's Office. Drafts issued and cable payments made on all principal towns

**Postage** to England and Colonies and any part of Spain (not exceeding 1 oz.), 1½d. ; all other foreign countries, 2½d ; Gibraltar stamps must be used

**Telegrams** to London, 3d per word, to Lower Egypt, 1s. : to New York, 1s 2d ; to India, 1s. 8d. , to Hong-kong, 3s ; to Japan, 3s. 4d ; to Australia, 2s 6d ; to New Zealand, 2s 6d

**Telegraph Offices** of Eastern Telegraph Co. Main Station, South Barrack Road ; Branch Office in Main Street

Our uniformed interpreters assist passengers on board or on shore.

**Shipping and Forwarding.**—Arrangements can be made for forwarding heavy baggage or goods to all parts. Baggage stored

Private Inclusive Tours and Excursions (accompanied or independent) arranged upon application to our Gibraltar Office. Applications may be made in writing before commencement of journey

Railway and Steamer tickets issued to all parts Camping and shooting tours in Morocco arranged

During the steamer's short stay there is little time for visiting the town and fortifications. The view of the celebrated Rock and fortress, on entering the bay from the westward is very striking. The "Rock" rises to a height of 1,396 feet, and its length from north to south is nearly 3 miles. The public are not admitted to the Upper or Lower Galleries, St. Michael's Cave, and the Signal Stations, without special permission from the authorities, which, however, is only granted to British subjects on presentation of their passports personally at Government House. A ride from the Landing Place to the British Lines and Race-course, where a fine view of the North side of the Rock is obtainable, is an interesting and short excursion

"The Traveller's Handbook for Spain," price 12s 6d net.

**MALTA.**

**Cook's Office**—308, Strada Reale, Valletta.

**Hotels**—Royal Hotel (Valletta), St. James (Valletta), Great Britain (Valletta)

Distance from London by sea, 2,290 miles. Local time 58 mins in advance of Greenwich Population (1922) about 218,500 including the adjoining island of Gozo, but not counting a large English garrison. The native language is a mixture of Italian and Arabic, but English is spoken freely by the majority of the people. The islands are highly cultivated, the chief products being cotton, corn, fruit, seeds, potatoes, and honey. Malta is celebrated for its lace, gold and silver filigree work.

The principal places to be visited during a short stay are the Governor's Palace, the richly decorated Church of St. John, the Opera House, and the Museum. There is a railway from Valletta to Citta Vecchia, in the centre of the island. The harbour is one of the finest in the world, with an important arsenal and dockyard.

Vessels belonging to various great steamship lines call at Malta, both outward and homeward, to land passengers, mails, etc., and to coal. Steamers run thrice weekly (Mon. Wed. and Frid.) from Malta to Sicily and weekly to Tripoli, and fortnightly to Naples. The P. & O. intermediate steamers frequently leave Malta for Port Said, India, China and Japan.

The P. & O. steamers anchor in the Quarantine Harbour; other steamers anchor in the Grand Harbour, and passengers land at the Custom House.

**Boat Hire.**—In the Quarantine Harbour 6d. and 3d. for luggage, per boat; in the Great Harbour 6d. and 3d. for luggage, per boat, the fares are doubled at night.

**Carriage Hire.**—Two-horse carriage per hour 2s. 6d. during the day; one-horse, 1s. 8d.; for a long drive, a bargain should be made.

**Telegrams** to or from Great Britain 4d. per word; to France 3½d. To Italy 2d. To Egypt: Alexandria, 1s.; other places, 1s. to 1s. 4d. To India, 1s. 8d. To Burma, 1s. 8d. To Ceylon, 1s. 8d. To China, 3s. To Australia, 2s 6d. New Zealand, 2s. 6d. To New York, 1s. 3d.

**Telegraph Offices** of Eastern Telegraph Co., Central Station, St George's, and Strada Mezzodi, Valletta.

Mails to England are despatched 3 times a week (Mon., Wed and Frid) postage 1½d, time to London, four days; Malta stamps only available Postage to Egypt and India, and U.S.A. 2d, other destinations, 2½d.

Our interpreter boards the Mail steamers, to render assistance to passengers, to afford information, forward telegrams, etc.

Steamer Tickets issued to all parts. Insurances effected.

**Shipping and Forwarding.**—Arrangements can be made for forwarding heavy baggage or goods to all parts. Baggage stored

**Banking and Exchange.**—Payments are made on Letters of Credit, Travellers Cheques cashed, and Foreign Money exchanged. Drafts issued, and cable payments made, on all principal towns

### MARSEILLE.

**Cook's Office**—118, Rue Noailles (open 9 a.m. to 12.30 p.m. and 1.45 to 6 p.m.)

**Hotels**—De Noailles et Métropole, Grand Hôtel du Louvre et de la Paix, Hôtel Regina, Splendide, Grand, Terminus, Hôtel de Geneve

Distance from London by sea, 2,003 miles. By train the journey may be accomplished in about 24 hours Greenwich time is now used throughout France. Marseille is the most flourishing commercial port of France. Population in 1921 about 586,341.

Our interpreters in uniform meet trains and steamers arriving at Marseilles to assist passengers in landing and transferring their baggage to or from steamer, railway station, or hotel, as may be required. Passengers must be present at the Customs Examination, and they must be careful to *declare* at the same time if they have any articles liable for duty, such as cigars, tobacco, spirits, tea, etc.

P. & O. Mail Steamers to and from the East make Marseille their principal port of call in the Mediterranean, and special trains are run from London to Marseille, and *vice versa*, in connection with this service.

P. & O. Steamers leave on Fridays at midnight for Egypt, Aden, and Bombay, on Fridays for Gibraltar, Plymouth, and London; and frequently for Colombo, Straits, China, and Japan direct, Australasia, every fourth Friday.

**Notice to Passengers proceeding by the P. & O. Marseille Express.**—The Sleeping Car Company runs a Special Sleeping and Restaurant Car Train through from Calais to Marseille, for the convenience of passengers holding First Class Railway and Sleeping Car Tickets, who are joining the P. & O. Co's Mail steamers at that port. The train connecting with this Express Service leaves Victoria (Southern R.) at 13.50 (14.30 during summer time) every Thursday.

The Special Express is timed to reach Marseille on the following day at 11.45. The steamers do not sail until after its arrival. A great convenience has been secured by this train running down to Mole C, alongside which the Company's steamers are berthed. The fare from London, including supplement for sleeping-car, is £13 10s.

From Marseille to Bombay the cheapest accommodation is £62 1st. cl., or £50 2nd cl. single, plus the current fare by ordinary train, or, including the P. & O. Express, 1st cl., £75 10s single, £135 return.

Only baggage which bears the label issued by the P. & O. Co. to passengers holding tickets for the special Marseille train is conveyed by the Train, and this registered baggage is taken straight down to the steamer, and is placed on board without Customs examination *en route*.

**Ordinary Trains.**—Passengers not travelling by the Special Express are advised to arrive in Marseille the morning before the steamer's departure, as otherwise the connection is not guaranteed.

The baggage of passengers travelling by *ordinary trains* is usually examined at Calais, and, it should be noted, if registered through, is conveyed to the *Railway Terminus at Marseille*. *Cook's Interpreters are in attendance, and can arrange to clear and transfer heavy luggage to the steamer.*

As the regulations regarding the examination of registered baggage are continually changing, passengers before leaving London should ascertain at what point the Customs Examination will take place.

From LONDON TO MARSEILLE there is a daily fast 1st and 2nd Class service at 11.0 a.m. *via* Calais, arriving at Marseille at 9.40 (1st and 2nd class) both winter and summer.

The other trains are —

			1st Class (Victoria)	1st & 2nd Class
Leave London	.	..	9.0	11.0
Arr. Paris (Nord)	..	.	16.0	21.0
Leave Paris (Lyon)	..	..	19.50	22.30
Arr. Marseille	..	..	8.45	11.55

During the winter months there is an increased service of night trains between Paris and Marseille. (See time table.)

*Train services and fares subject to alteration.*

The P & O S N Co. does not accept any responsibility in regard to the arrangements of the Railway journey between London and Marseille.

Railway and Steamer Tickets are issued at, and Sleeping Car Tickets can be procured through, any of our Offices, and fares will be quoted on application.

A new and shorter route—the Overland Desert Mail—to India has recently been opened up by the Nairn Transport Service, for which we are Agents. By this route Baghdad is brought within nine days easy journey (instead of three weeks) from London.

Steamer is taken from Marseille to Beirut, whence motor-cars cross the desert *via* Damascus and Rutba Wells (where the motor and air-mail tracks meet) to Baghdad. Passengers proceeding to India by this route are conveyed by train to Basra and from that point by British India steamers to Karachi and Bombay. Or the Nairn Transport cars may be joined at Damascus *via* Alexandria, Port Said or Haifa.

Fares from London to Bombay 1st class £95 4s., 2nd class £72 13s., from Beirut (or Damascus) to Baghdad or vice versa £25; return, available for two months £45. Our new Office at Baghdad is at 368, New Street. Fares subject to confirmation at time of booking.

The British India steamers between India (except those from Bombay), Ceylon, Egypt, etc., and London, call at Marseille on the homeward journey.

The Bibby Line steamers between Liverpool, Egypt, Ceylon, and Burma call at Marseille, outward and homeward, every fortnight; and passengers for Ceylon and

Burma are booked through from London to those places at a small additional charge over the Marseille fare.

The Anchor Line steamers call here on the homeward voyage from India and Egypt to Liverpool.

The Messageries Maritimes steamers sail from Marseille about fortnightly, for Alexandria; fortnightly to Naples, Piraeus, Smyrna, Constantinople, Beirut, etc., about every 28 days to Egypt, Ceylon, and Australia, every 11 days to Egypt, Ceylon, Straits, China, and Japan.

The Nippon Yusen Kaisha steamers from London call at Marscille *en route* for Egypt, Ceylon, and Japan, also the Company's steamers from the Far East to London.

The Rotterdam-Lloyd steamers call fortnightly *en route* for Egypt, Ceylon, Padang, and Batavia (Java), also on the homeward journey.

The Compagnie Générale Transatlantique steamers sail every Tuesday, Thursday and Saturday, at noon, for Algiers; every Wednesday for Tunis direct, and *via* Bizeria every Friday. Weekly sailings to other Algerian ports.

Steamers of the Compagnie de Navigation Mixte (Cie. Touache) sail on Tuesdays at noon direct for Algiers; and every Monday at 17.0 for Tunis.

There are also local services to Corsica, Tunis, Oran, Tangier, and Porto Torres, etc., by steamers of the Compagnie de Navigation Mixte, Fraissinet S S. Co., and N. Paquet & Cie.

**Telegrams** between Marseille and London 25 c. (gold) a word and between any two places in France 1 fr. 50 c. for 10 words, 20 c. for each additional word, address counted. To Lower Egypt, 1 fr. 25 c. (gold) a word; to India, 2 fr. 10 c. (gold) a word *via* Eastern Telegraph Co.

These rates are collected in paper francs at a variable rate of exchange which at present is 3 fr. 70 c. per gold franc.

The Postage on letters to England, Egypt, and India is 75 c.

Railway and Steamer Tickets to all parts issued. Passengers contemplating long or short tours can obtain full and reliable information at Cook's Office, 111B, Rue Noailles (five minutes from the Railway Station and near the Hotels).

Baggage collected and forwarded on receipt of instructions. Insurances effected.

**Banking and Exchange.**—Payments are made on Letters of Credit, Travellers Cheques issued and cashed, and

Foreign Moneys exchanged Drafts issued and cable payments made on all principal towns

**Shipping and Forwarding Department.**—1 Staff of Interpreters meet all passengers, etc., upon arrival at Marseille and attend to the transfer of passengers' baggage to and from Hotels and Stations at a fixed rate per package. As the Steamship Companies convey passengers' baggage to England free of charge, it is to the advantage of passengers to leave as much as possible on board to be cleared in London or Liverpool.

Passengers should fill in Baggage Declarations to be obtained at any of our Offices en route or from the informed Interpreters. We then arrange for the baggage to be cleared upon arrival in England, and either warehoused or despatched to address as desired. Travellers not possessing forms can obtain them from the Interpreters at Marseille.

For those passengers proceeding direct to destinations on the Continent, the services of our Shipping and Forwarding Department at that Port are recommended for the despatch of heavy baggage by Grands or Petite Vitesse. The free allowance under each Railway Ticket is limited to 30 kilos. in France and Spain only; in other countries excess is charged on all registered baggage.

Baggage can be insured, whether accompanied or unaccompanied by owners, and passengers are particularly requested to declare the full value for insurance.

**Warehouse.**—A warehouse situated in the most central position of Marseille has been opened for the convenience of passengers having surplus baggage, and for the reception and storage of merchandise of all kinds.

**Excursions in and from Marseille.**—A Programme entitled "Useful Information, for Passengers landing at Marseille and Toulon," also "How to see Marseille" can be obtained free of charge from any of our Indian Offices, or at our Marseille Office, 11B, Rue Noailles. Private carriages, landaus, or automobiles, can be engaged for drives and excursions. Tickets issued for excursions to Notre Dame de la Garde and Ste. Baume. Daily excursions by rail and automobile to Ailes, Nimes, Avignon, etc., or combined tickets to London, including hotel accommodation, drives, and guides at Ailes, Nimes, etc.

**Inclusive Independent Tours for Families and Private Parties**—Plans, itineraries, and estimate for any proposed

independent tour for parties of 2, 3, 4, or more persons may be obtained at our Office. The estimate will include travelling tickets, hotel accommodation (reserved in advance), meals in hotels and whilst travelling or sightseeing, conveyance to hotels and *vice versa*, private carriages (when necessary), and guides, entrance fees to museums, and places of interest visited with the guide.

"The Traveller's Handbook for the Riviera and Pyrenees," price 6s. net.

### TOULON.

**Cook's Office**—4, Place de la Liberté (Grand Hotel Building). Open on days Orient Line steamers arrive.

**Hotels**—Grand Hotel.

The principal Railway Station is that of the Paris-Lyon-Méditerranée, facing the Avenue Vauban (good buffet). A branch line runs from Toulon to Hyères-les-Palmiers.

The Sud de France Station is within 2 min. walk of the Quai Cronstadt. This railway runs from Toulon to Hyères, continuing along the coast through charming scenery to St.-Raphael, where it joins the P.-L.-M. main line.

Toulon (population in 1921, 106,331) is the principal Military Harbour of France on the Mediterranean and, next to Brest, the most important Naval Station in France. The town is situated at the bottom of a double bay, rising gradually from the sea, and is protected by 11 forts.

The Arsenal and workshops cover 720 acres and employ over 12,000 men. Foreigners are only admitted to the Arsenal on presentation of an introduction from their Government countersigned by a French Minister.

The Orient Royal Mail liners call at Toulon fortnightly *en route* for Naples, Port Said, Colombo, and Australia, also on the homeward journey. Passengers can join the steamer 6 days later than in London.

**Excursions** arranged to Hyères-les-Palmiers, Tamaris, Gorges d'Ollioules, etc. Fares according to number of passengers booked.

**Telegrams and Postage** same as from Marseille (p. 36).

**Shipping and Forwarding Department**.—A staff of interpreters meet all passenger steamers upon arrival at

Toulon and attend to the transfer of passengers' baggage to and from Hotels and Stations at a fixed rate per package. As the Steamship Companies convey passengers' baggage to England free of charge, it is to the advantage of passengers to leave as much as possible on board to be cleared in London.

Passengers should fill in Baggage Declaration forms to be obtained at any of our Offices *en route* or from the uniformed interpreters. We then arrange for the baggage to be cleared upon arrival in England and either warehoused or despatched to address as desired. Travellers not possessing forms can obtain them from the interpreters at Toulon.

"The Traveller's Handbook for the Riviera and Pyrenees," price 6s net

#### GENOA.

**Cook's Office**—Piazza Acquaverde, Via Arsenale di Terra (near Principe Station).

**Hotels**—Grand Hotel Miramare, Bristol, Savoy Majestic, Eden Palace, Gênes, Isotta, de Londres et Continental, Concordia et France

There are two Railway Stations at Genoa, the Western (Piazza Principe), which is the main station for the arrival and departure of passengers, and the Eastern (Piazza Brignole). Extra time.

Genoa is one of the most flourishing Italian ports, a city of palaces and churches, in one of the grandest and loveliest positions in the world. Population (1921) 300,784.

The principal places to be visited during a short stay are the Campo Santo, the Cathedral, the Annunziata, and other churches, the Brignole-Sale (Palazzo Rosso), and Doria, Spinola, Palazzo Bianco, Balbi, and Durazzo Palaces. Splendid land and sea views are obtained from the Public Gardens, and the Villa Pallavicini Gardens and Park at Pegli are well worth a visit. A Funicular Railway runs from the Piazza della Zecca to the summit of the fortifications around Genoa (960 feet above sea level), commanding an extensive view of the sea, the Riviera, the Maritime Alps, as well as of the city and harbour lying beneath. Electric trams traverse the principal streets and suburbs.

**Cab and Motor-cab Fares** are indicated by taximeter.

**How to see Genoa.**—An excursion, accompanied by a competent guide, leaves Cook's Office at 9.30 a.m. daily, except Sundays, visiting the principal places of interest.

Visitors who can only dispose of a few hours at Genoa and wish to form a general idea of it may utilize another excursion by automobile leaving Cook's Office at 2 p.m. and returning about 5.30 p.m.

Detailed programme on application.

**Automobile Excursions** along the Italian Eastern Riviera including Rapallo, Santa Margherita, Portofino, Mare and Portofino Kulm are also run, subject to a minimum of five passengers being booked.

**Private Automobiles** (limousines, landaulettes or open cars), holding from two to six persons and driven by thoroughly reliable chauffeurs, may be hired at short notice for short or long distances or periods.

**Couriers and Guides** (not in uniform) provided for visiting Genoa and neighbourhood as well as for any journey or period.

**Inclusive Independent Tours for Families and Private Parties.**—Plans, itineraries and estimates for any proposed independent tour may be obtained at our Office. Estimates include travel tickets, hotel accommodation (reserved in advance), meals *en route* or while sightseeing, private carriages (if necessary), guides, entrance fees to museums, etc.

Steamers run frequently to Naples, Egypt, Greece, Constantinople, Barcelona, North, South and Central America, India, England, etc.

Our interpreters meet the Mail and Passenger Steamers and Trains to assist passengers in landing and embarking, or on shore at the Railway.

Railway and Steamer tickets issued.

**Shipping and Forwarding.**—Arrangements can be made for forwarding heavy baggage or general merchandise to all parts. Baggage stored.

Homeward-bound passengers landing at Genoa can have their heavy baggage sent round in the ship to England free of charge. Particulars of this should be filled in on one of our Baggage Declaration forms. This form and keys should be handed over to our Genoa Agent, or may be left in the care of the purser on board, who will hand it to our representative upon arrival at Gravesend.

**Postage to England, Egypt, or India, 1 l. ; to any part of Italy, 60 c.**

Telegrams between Genoa and London 28½c per word, plus 1 l. tax for the telegram; to any place in Italy 2 l. for 8 words, plus 25 c. for each additional word, address counted. To Lower Egypt 1 l. 25 c., Aden 2 l. 50 c., India 2 l. 10 c., Ceylon 2 l. 1 c., China 3 l. 75 c., Japan 4 l. 17 c., Australia 3 l. 12 c. To destinations outside Italy add at present 38½% surtax, but this varies with the rate of exchange.

**Banking and Exchange.**—Payments are made on Letters of Credit, Travellers Cheques issued and cashed, and Foreign Moneys exchanged.

Drafts issued and Cable payments made on all principal towns.

“The Traveller’s Handbook for Northern and Central Italy (including Rome),” in preparation.

### NAPLES.

**Cook’s Office**—Galleria Vittoria, Via Chiatamone

**Hotels**—Excelsior, Grand, Bertolini’s Palace Hotel, Royal des Etrangers, Grand du Sud, Parkes, Santa Lucia, Savoy, Continental, Britannique, de Lourdes, Riviera, Metropole et Ville, Patua.

The chief city of Southern Italy. Population about 950,000. Distance from London by sea direct, 2,272 miles; via Plymouth, 2,412 miles. Railway journey from London, 51 to 58 hours. Etna time. During a short stay in Naples many of the principal buildings may be visited, notably the Museum, the Royal Palaces, some of the Churches, the Aquarium, etc. The best part of a day is required for Vesuvius (Electric Car to Pugliano, and Cook’s Electric Railway up the mountain), and another day for Pompeii, but if necessary both places can be visited in a day. Numerous interesting and beautiful Excursions in the neighbourhood of Naples are arranged at our Agency; also Tours in Sicily. Daily excursions in the town, to Vesuvius, Pompeii, and Capri.

The Orient Line steamers between London and Sydney call on the outward and homeward voyages.

Outward bound passengers can join the Orient Line steamer eight days later than in London. They can leave Victoria on the morning of the Thursday following the steamer’s departure from Tilbury (Connection is not, however, guaranteed. The boat leaves Naples about 17.0, on date of sailing.)

The City Line steamers to and from Bombay call occasionally

The N.Y.K. maintain a service to the Far East (outward only) every fortnight

Sailings to Malta, weekly by the Adria Line, and fortnightly by the Societa Italia Line.

Frequent sailings to Greece, Constantinople, and the Black Sea

The Marittima Italiana steamers call here for Egypt, India, etc. The Societa Italiana di Servizi Marittimi steamers leave for Syracuse and Alexandria. Italian State Railway steamers for Palermo daily at 19.0.

There are also services to New York, etc.

Railway and Steamer Tickets issued. Baggage forwarded to all parts. Insurances effected.

A limited number of combined tickets are issued including rail, sleeping car, and steamer fare at special rates which can be ascertained on application

Passengers should be careful to have ALL their baggage (even the registered portion) examined by the Customs at the Italian frontier, or it will not be sent on in the same train and may miss the steamer.

**Shipping and Forwarding.**—Arrangements can be made for forwarding heavy baggage or general merchandise to all parts. Baggage stored

Homeward-bound passengers landing at Naples can have their heavy baggage sent round in the ship to England free of charge. Particulars should be filled in on one of our Baggage Declaration forms. This form and keys should be handed over to our Naples Agent, or may be left in the care of the purser on board, who will hand it to our representative upon arrival at home port.

Telegrams between Naples and London, 28½ c. per word (plus 1 lira for the telegram); between any two towns in Italy, 8 words, 2½ plus 25 c. each additional word; to Lower Egypt, 1 lira 25 c.; to India, 2 lire 10 c. per word via Malta. To destinations outside Italy add at present 385% surtax, which varies with the rate of exchange.

Postage to England, Egypt, and India, 1 lira for the first 20 grammes, every 20 grammes after, 50 c.; to any part of Italy, 60 c. for 15 grammes.

**Banking and Exchange.**—Payments are made on Letters of Credit, Travellers Cheques cashed, and Foreign Moneys

exchanged at our Office. Drafts issued and cable payments made on all principal towns

Our interpreter assists passengers on board, on shore and at the railway.

"Cook's Handbook to Naples," 2s 6d.

"The Traveller's Handbook for Southern Italy and Sicily," in preparation

### Vesuvius.

The Vesuvius and Funicular Railways on Vesuvius are our property, and our Agent at Naples will arrange to convey visitors by electric railway or by motor-car from the city to the Pugliano station, and thence by railway to the crater, at a moderate fare.

### BRINDISI.

(Cook's Correspondent Teodoro Cafiero; Postal address, Teodoro Cafiero fu davide, Casella Postale, 13; Telegraphic address, "Cafierod, Brindisi.")

Hotel.—Grand Hôtel International.

Distance from London, overland, 1,459 miles Population about 40,000. Railway journey, 50 to 60 hours Local time, 72 mins. in advance of Greenwich Distance to Port Said, 930 miles, to Alexandria, 925 miles

The Lloyd Triestino steamers, "Express Line," leave Brindisi at 8.0 p.m. on Fridays for Corfu, Piraeus (24 hours), and Constantinople (48 hours), and those of the "Express Service to Egypt" on Saturdays at 2.0 p.m. for Alexandria (18 hours).

Levant "Fast" service "A" & "B" leave at midnight on Thursdays for Corfu, &c.

The same Company's steamers, Syrian Line "A," leave Brindisi at 5.0 p.m. on Mondays, fortnightly for Corfu, Piraeus, Alexandria, Port Said, Jaffa, Haifa, Beirut, Mersina, Rhodes, Smyrna, and Constantinople, and those of the Syrian Line "B" leave Brindisi at 11.0 p.m. on Sundays fortnightly for Corfu, Piraeus, Canea, Rethymno, Candia, Alexandria, Port Said, Jaffa, Haifa, Beirut, Mersina, Rhodes, Smyrna, and Constantinople

Greek Mail steamers leave Brindisi twice weekly for Corfu, Patras, and Piraeus, *via* Corinth Canal.

Puglia line to Corfu, Piraeus, &c., on Saturdays at 4.0 p.m.

The Ionian S.S. Co's Mail steamers leave Brindisi for Santa Quaranta, Corfu, Patras, Piraeus, Smyrna, and Rhodes every Thursday at 7.0 p.m.

Air service (beginning August 1925) three times a week, for Piraeus at 3.30 p.m., for Constantinople at 6.30 p.m.

Telegrams to London, 28½ c. a word (plus 1 lira for the telegram); to any place in Italy, 2 l. for 8 words, address counted; each additional word 25 c. To India, 2 l. 10 c. per word, to Lower Egypt, 1 l. 25 c. To destinations outside Italy add at present 385 per cent surtax, which varies with the rate of exchange.

Postage to England, 1 l., to India, 1 l., to Egypt, 1 l.

"The Traveller's Handbook for Southern Italy and Sicily," in preparation.

### VENICE.

Cook's Offices—Piazza dei Leoncini, Piazza San Marco.

Hotels—Europe, Royal Hotel Danieli, Grand, Britannia, Regina, Hotel Bonvecchiai, Grand Canal et Monaco, Luna, de la Gare, Métropole, Hotel Terminus, Victoria, Beau Rivage, *The Lido*, Excelsior, Grand Hotel des Bains, Grand Hotel Lido, Ansonia Palace, Villa Regina.

Distance from London, overland, 1,048 miles. Population (1921) 171,665. Railway journey, 30-46 hours. Venice to Brindisi, 395 miles. Brindisi to Port Said, 930 miles. Etna time.

Venice is a charming place in which to spend a few days before leaving for Egypt or India, and, being easily reached either by the St Gotthard, Mont Cenis, or Simplon routes, is a convenient port for embarkation. All the principal sights can be visited on foot, or by gondola. We have arranged a daily excursion including practically all the most important sights, viz. St Mark's Square, the Cathedral of St. Mark, the Doge's Palace, some of the Palaces on the Grand Canal, the Frari, S. Maria Della Salute, and other Churches. If time permits, the Glass Mosaic Factories at Murano, and the bathing station at the Island of the Lido with its splendid New Hotels should be visited.

Lloyd-Triestino steamers for Trieste, India and China call at Venice. (See time tables.)

Messrs. D. Tripovich & Co.'s steamers leave for Trieste daily during the summer.

Telegrams to London cost 28½ c. a word, plus 1 lira for the telegram; to any part of Italy, minimum 2 l. for

8 words, address counted, each additional word 25 c To India, 2 lire 10 c per word ; to Lower Egypt, 1 lira 25 c. per word, plus surtax, at present 385 per cent, which varies with the rate of exchange.

**Postage** to England, India, and Egypt, 1 l ; to any part of Italy, 60 c

Our Interpreter meets the Mail steamers and trains, to assist passengers in landing or embarking.

Railway and Steamer tickets issued

**Shipping and Forwarding.**—Arrangements can be made for forwarding heavy baggage or general merchandise to all parts Baggage stored

**Banking and Exchange.**—Payments are made on Letters of Credit, Travellers Cheques issued and cashed, and Foreign Moneys exchanged. Drafts issued and cable payments made on all principal towns.

“Cook’s Handbook to Venice and Venetia,” in preparation

### TRIESTE.

**Hotels.**—Savoia Excelsior, de la Ville

Trieste, the most important seaport and the chief trading town of the Adriatic, is situated at the head of the gulf of Trieste, an arm of the gulf of Venice Population in 1921, 238,655 Distance 1,100 miles from London by rail, 370 miles from Vienna, and four to five hours by rail or steamer from Venice There is a large new harbour ; and extensive industries, including ship-building, rope-making, and the manufacture of soap, etc, are carried on Etna time

One of the Lloyd-Triestino Interpreters is stationed at Trieste, to assist passengers arriving or leaving by rail or steamer Communications to be addressed to “Lloyd-Triestino, Trieste.”

**Shipping and Forwarding.**—Arrangements can be made with the Lloyd Triestino S.S.Co. for forwarding heavy baggage or goods to all parts. This facility is only given to passengers travelling by this Company’s steamers Baggage stored.

Lloyd Triestino steamers leave Trieste every Friday for Egypt ; on Sundays fortnightly for Egypt and Syria ;

and at frequent intervals for many of the principal Mediterranean ports ; also monthly for Egypt and India, or Ceylon, China, and Japan

Telegrams to London cost 28½ c per word, plus 1 l. tax for the telegram ; to any place in Italy 1 l. 60 c for 8 words, plus 20 c for each additional word ; address counted. To Lower Egypt 1 l. 25 c., Aden 2 l. 50 c (2s), India 2 l. 10 c., Ceylon 2 l. 10 c., China 3 l. 75 c., Japan 4 l. 17 c., Australia 3 l. 12 c plus surtax, at present 385 per cent., but varies with the rate of exchange

Details of Baggage allowance on application.

"The Traveller's Handbook for Northern and Central Italy (including Rome)," in preparation

### PORT SAID.

Cook's Office—15, Rue Sultan Hussein.

Hotels—Casino Palace, Marina Palace, Eastern Exchange.

Local time, 2 hours 9 mins in advance of Greenwich

Port Said (population in 1917, excluding Ismailia, 75,192) is 155 miles from Alexandria by sea, 930 from Brindisi, 935 from Malta, 3,570 from London by sea *via* Brindisi, 3,225 *via* Malta, 3,511 *via* Marseille, 2,389 from London overland *via* Brindisi, 3,059 from Bombay.

Most steamers stay a short time at Port Said, either for coaling or to wait their turn for entering the Suez Canal.

They are boarded by our Interpreters, in uniform, to afford information or assistance, and P. & O. passengers are landed free.

Our Offices are situated close to the Landing Stage, and contain a reading room, supplied with newspapers, etc., where passengers can read or write while the steamer is being coaled. Reuter's telegrams are on view.

Baggage labels and forms for clearing baggage on arrival in England will be supplied by our Agent. These forms should be filled up by passengers as directed, and the keys delivered to our Agent or to the Purser of the ship, and on arrival at destination the declaration form and keys will be handed to our Representative, who will clear the baggage through the Customs, and deliver it to

the passenger, or forward it as instructed ; or the passenger can post the form and keys to us direct at any port touched at *en route*.

**Shipping and Forwarding.**—Arrangements can be made for forwarding heavy baggage or general merchandise to all parts. Baggage stored.

The Suez Canal Company's light railway has been bought by the Egyptian Railway Administration, and is now a broad-gauge line all the way from Port Said to Cairo *via* Ismailia. The train service between Port Said and Cairo, according to latest information, is as follows —

Leave Port Said	8.0 a.m	12.30 p.m.*	6.0 p.m.	*
Arrive Cairo	..	12.40 p.m.	4.30 p.m.	10.15 p.m.

*These times are subject to alteration and should be confirmed with our interpreters, or at our Office.*

The distance from Port Said to Suez, by the Suez Canal, is 88 nautical miles, the average passage being about 14 hours.

On the west mole at Port Said is a statue of Ferdinand de Lesseps (1805-94), the famous builder of the Suez Canal.

A 9-hole Golf course has now been laid out at the International Sporting Club.

There is nothing to interest visitors at Port Said, except the shops, where Oriental goods of every description can be bought. The currency is Egyptian, but English silver is accepted at the hotels and shops French silver at rate of exchange.

**Telegraph Offices of Eastern Telegraph Coy.. Quai Sultan Hussein.**

**Telegrams** to England, Austria, Hungary, France, Germany, Greece, Italy, Spain, Portugal, Russia, Turkey in Europe, Norway, Sweden, Switzerland, cost 48 milliemes per word (1s) between any two places in Egypt, 40 milliemes eight words (10d). Each additional 2 words or fraction, 10 milliemes. To India and Burma, 92 milliemes per word (1s. 10d). To Ceylon, 92 milliemes (1s 11d). To China, 3s 5d - 4s 2d. To Australia, 3s 5d.; New Zealand, 3s 9d; New York, 87 milliemes (1s. 10d); Quebec, Ontario, 87 milliemes (1s. 10d); other States 94 to 112 milliemes.

\* A Restaurant Car is attached to these trains.

Half-rate Deferred Plain Language telegrams are accepted between Port Said and Great Britain, France, Algeria, Tunis, Portugal, Belgium, Sudan, Madagascar, Senegal, and all places in British Territory, Shanghai, Amoy, Foochow, Chefoo, Wchow, Tsingtao, United States, and Portuguese Colonies, Luxembourg, Spain, Spanish North African possessions, Canaries, Morocco, Canada, British Borneo, Peking, Tientsin, Hankow, etc.

**Postage to England and India, 10 milliemes (2½d.)**

In addition to the numerous steamers to or from India, Ceylon, Burma, Straits, China, Japan, Australia, etc., there are frequent arrivals from and departures for London, Liverpool, Southampton, Gibraltar, Algiers, Tangier, Malta, Marseille, Genoa, Naples, Brindisi, Venice, Trieste, the Syrian Coast, Cyprus, Alexandria, etc., of steamers of the P. & O., Orient, Union-Castle, British India, Anchor, Bibby, Civil, Hall, Henderson, Messageries, Lloyd Triestino, Marittima Italiana, Portuguese, Rotterdam-Lloyd, Neder-land, Norddeutscher Lloyd, German East Africa Line, N. Y. K. Russian Company, and Khedivial Mail Company. Information as to dates of sailing and passage tickets can be obtained at our office.

**Banking and Exchange.**—Payments are made on Letters of Credit, Travellers' Cheques cashed, and Foreign Moneys exchanged. Drafts issued and cable payments made on all principal towns.

### ALEXANDRIA.

**Cook's Office**—2, Rue Fouad Premier.

**Hotels**—Claridge's, Majestic, Regina Palace, Windsor.

Distance from London by sea, *via* Gibraltar and Malta, 3,070 miles. Distance from Malta, 825 miles; from Brindisi, 825 miles; from Marseille, 1,422 miles; from London *via* Brindisi, 2,275 miles; from London by sea 3,070. Local time, 1 hr. 59 mins. in advance of Greenwich.

Modern Alexandria contains a population of (1917) about 450,000, of whom three-fourths are natives and the remainder Levantines and Europeans of every nationality. The great square (Place Mohammed Ali) and the principal

streets, the headquarters of European life and business, have been rebuilt since the bombardment and great fire of 1882, forming a very handsome quarter of the city.

The Western or Eunostu, Harbour, now called the Old Port, is a well protected and commodious harbour, with breakwater, mole, jetty, lighthouses, and spacious quays crowded with the merchant ships of every nation.

Carriage and motor drives arranged at short notice by our Agent for visiting Pompey's Pillar, Ras-el-Tin Palace, the Ruins of the Forts, the Catacombs, and the Museum, also to the Mahmoodieh Canal, visiting the Nouzha Municipal Gardens, and to the bathing station of the San Stefano Casino at Ramleh.

The Roman Necropolis at the ancient Stadium of Alexandria (Kom-el-Shouqafa) discovered in 1901-1902, is now open to the public. Entrance fee P.T. 5 each person.

At our Offices in the Rue Fouad Premier passages can be booked by all lines of steamers to all parts of the world. Passengers arriving by steamer are met on board by our interpreters (and men wearing scarlet jerseys), who will assist at the Custom House examination of baggage.

**Shipping and Forwarding.**—Arrangements can be made for forwarding heavy baggage or general merchandise to all parts. Baggage stored.

Express trains run daily to Cairo at 6.30 a.m., 9.0 a.m., noon, 4.0 and 6.0 p.m. in 3½ hours; Restaurant Car on noon and 6.0 p.m. trains; sleeping car train at 11.30 p.m.: ordinary trains in about six hours.

*These times are subject to alteration and should be confirmed with our interpreters or at our Office.*

The Lloyd Triestino steamers leave Trieste for Alexandria every Friday, and leave Alexandria for Brindisi, Venice, and Trieste every Friday at 10 p.m. Also for Jaffa, Beirut, and Syrian Coast ports regularly.

The Messageries Maritimes steamers sail for Marseille regularly. Also for Jaffa and Beirut.

There is a service by the new S.S. "Esperia" Societa Italiana di Servizi Marittimi every alternate Thursday to Syracuse, Naples and Genoa.

The Khedivial Mail Line have weekly sailings by the new steamers "Famaka" and "Fezara" on Wednesdays at 4.0 p.m., for Piraeus, Smyrna, and Constantinople; also weekly to Jaffa, Beirut, and the Syrian Coast, continuing to Smyrna and Constantinople twice monthly. Steamers of this line leave for Cyprus at 4.0 p.m. on the 1st, 11th, and 21st, of each month.

Steamers of the Ellerman, Papayanni, and Prince Lines sail frequently for Liverpool, London, and/or Manchester.

**Postage** to or from England and India, 10 milliemes (2½d.); other countries in the Postal Union, 15 milliemes (or 3½d.).

**Telegraph Offices** of Eastern Telegraph Coy., rue Télégraphe Anglais.

**Telegrams** to England, 48 milliemes a word = 1s. Between any two places in Egypt, 40 milliemes (10d.) for 8 words. Each additional 2 words or fraction, 10 milliemes. To other countries, same as from Port Said. (See pages 47-48.)

**Banking and Exchange.**—Payments are made on Letters of Credit, Travellers Cheques issued and cashed, and Foreign Moneys exchanged. Drafts issued and cable payments made on all principal towns.

"Cook's Handbook for Egypt and the Sudan," price 20s. net.

## CAIRO.

**Cook's Office**—near Shepheard's Hotel.

**Hotels**—Semiramis, Shepheard's Continental-Savoy, National, Victoria and New Khedivial, Grosvenor House, and at the foot of the Pyramids the Mena House Hotel.

**At HELIOPOLIS.**—Heliopolis Palace Hotel and Heliopolis House Hotel.

**At HELWAN.**—Grand Hotel.

**At ASWAN.**—Cataract Hotel and Grand Hotel.

**At LUXOR.**—Winter Palace and Luxor Hotels.

Cairo, called El Masr by the Egyptians and El Kahireh (the victorious) by the Arabs, the modern capital of Egypt, and the largest city in Africa, is situated on the east bank

of the Nile, 2,520 miles from London, and contains a population of (1917) about 800,000. Local time, 2 hrs 5 mins. in advance of Greenwich. Although to a large extent modernized with new streets, palatial public buildings, open spaces, railway stations, and tramways, Cairo, in its native quarter, narrow thoroughfares, bazaars, elegant mosques, and wonderful medley of human life, possesses a charm and character of its own.

The principal sights *in and around the City* are the Citadel and Mosque of Mohammed Ali, the more important Mosques, the Bazaars, and the splendid National Collection of Egyptian Antiquities at the Cairo Museum. And *in the Environs*, visitors whose time is limited should arrange to see the Pyramids of El Giza, the Pyramids and Tombs at Sakkarah, Old Cairo, and the Mosque of 'Amr' Heliopolis, and the Barrage. Special one-day steamer excursions are arranged by Thos. Cook & Son, Ltd., in Cairo.

Invalids wishing to benefit by the sulphur baths and mineral springs at Helwan, about 15 miles from Cairo, will find good hotel accommodation. Trains run from the Bab-el-Luk Station, Cairo, to Helwan at frequent intervals.

Travellers contemplating a lengthy stay in Cairo, Luxor, and Aswan, or a Nile journey, are recommended to consult the Managers of THOS. COOK & SON, LTD., as to choice of hotel, and best period for the Nile voyage by steamers or dahabeahs, including services to Luxor and Aswan (1st Cataract), Abu Simbel and Halfa (2nd Cataract), Khaitoum, and the Sudan. (See p. 151.)

Modern and splendidly-equipped hotels, under European management, are found at Aswan and Luxor, the most delightful and health-giving resorts in Egypt.

Further information respecting residence at Luxor or Aswan may be obtained at our Offices, near Shepheard's Hotel, Cairo.

Camping Tours in the Desert and to the Faiyum Oasis. For particulars apply to any of our offices in Egypt.

Arrangements made for long or short visits to Mount Sinai, Palestine, and the Holy Land. (See pp. 85-87.)

**Banking and Exchange.**—Payments are made on Letters of Credit, Travellers Cheques issued and cashed, and Foreign Moneys exchanged. Drafts issued and cable payments made on all principal towns.

A special office adjoining our present Tourist Offices has been opened at which the various branches of our Shipping and Forwarding Department are carried on. These include the reception, insurance, and shipment to all parts of the world, on favourable terms, of passengers' baggage and purchases made in Egypt.

A weekly mail list is sent to our offices and to the hotels, showing days of departure of steamers.

**Postage** to Great Britain, its colonies and dependencies, is one piastre; to all other countries in the Postal Union,  $\frac{1}{2}$  piastres. For Telegraph, Telephone, and carriage tariffs see Local Guide.

**Telegraph Offices** of Eastern Telegraph Coy., St. David's Buildings, Sharis Imad-el-din.

**Telegrams.**—Same as from Port Said. (See pp. 47-48.)

Express trains run at 7.15 a.m., 9.30 a.m., 12.15 p.m. (restaurant car), 3.40 p.m., 6.40 p.m. (restaurant car), and 11.30 p.m. (sleeping car), to Alexandria; three through trains at 7.0 a.m., 11.0 a.m. (restaurant car), and 6 p.m. (restaurant car) to Port Said; and thrice a day to Suez, at 7.0 and 11.0 a.m. and 6 p.m. (See p. 53, also p. 47.) For trains to Asyut, Luxor, Aswan, the Sudan and Palestine, apply to Cook's offices.

"Cook's Handbook for Egypt and the Sudan," price 20s. net.

### SUEZ, PORT TEWFIK.

Agent—Mr. G. MAVRO.

**Hotels**—Savoy, Bel Air.

Steamers usually stop at Suez for a short time, and generally anchor in the roads, about one mile distant from Port Tewfik, the entrance to the Suez Canal, and  $2\frac{1}{2}$  miles from the town of Suez. Population about 18,000.

Local time, 2 hrs. 10 mins. in advance of Greenwich.

Our Dragoman renders assistance to passengers arriving or leaving.

Letters or Telegrams addressed to Suez, if sent to the care of our Agent, will be delivered on board the various steamers.

There is an hourly service of trains between Port Tewfik (Docks) and Suez, from 5.45 a.m. to 11.0 p.m., time occupied, 10 minutes.

The only place of interest within easy reach of Suez is Moses' Wells, situated on the Asiatic side, distant about 2 hours, crossing the Canal at the Quarantine Station, thence donkeys to the Wells.

Trains leave for Cairo, Alexandria, and Port Said from Suez Docks Station at 7, and 10.40 a.m., and at 5. p.m., and from Suez Town at 7.10 and 10.50 a.m. and 5.10 p.m.; due in Cairo 12.40 p.m., 4.30 p.m., and 10.15 p.m. and at Alexandria 3.30 p.m., 7.40 p.m., 5.30 a.m. at Port Said at 12.0 noon, 3.5 p.m., and 10.30 p.m.

*The above-mentioned times are subject to alteration, and should be confirmed with our Interpreters or at our Office.*

#### Post and Telegraph Offices at the Railway Station (Eastern Telegraph Co.)

The cost of telegrams and of postage is the same at Suez as at Port Said. (See pp. 47-48).

The voyage from Suez to Aden, 1,310 miles, occupies about four days, and from Aden to Bombay, 1,664 miles, from five to six days.

The Gulf of Suez, an arm of the Red Sea, is 180 miles long, with a width of 8 to 10 miles. At Shadwan Island the Red Sea proper commences, and is 1,100 miles in length, varying from 16 to 200 miles in breadth, and communicates at the south end with the Indian Ocean at the Strait of Bab-el-Mandeb. The weather is generally very hot in the Red Sea, especially so during the months of May, June, July, and August.

Khedivial Mail Line steamers leave Suez on the 1st, 11th and 21st of every month for Port Sudan and Suakin (call optional). Steamers also leave Suez at intervals for other ports of the Red Sea. Particulars as to dates of sailing and passage tickets can be obtained on application. Suez is also called at by a number of lines to and from India, Ceylon, Burma, Straits, China, Japan, Australia, etc.

“Cook's Handbook for Egypt and the Sudan,” price 20s. net.

**ADEN.**

Local time 3 hrs in advance of Greenwich. Distance from London by sea and *via* the Suez Canal, 4,620 miles. Population (1921) 56,500, including Perim and Cantonment.

Aden, a British possession under the government of the Indian presidency of Bombay, is situated on the south coast of Arabia. It is a natural fortress, and has been rendered almost impregnable by additional fortifications. In 1839, it was acquired by the British, under whose administration its trade has developed immensely, and its commerce, both European and Asiatic, since the opening of the Suez Canal in 1869, has grown rapidly.

A boat inspector attends at the landing wharf.

The town and camp at Aden are situated within the Crater, but the principal residence of Europeans is at Steamer Point, where are situated the Hotels, Parsee Stores, and English Church.

The currency is the same as in India, viz., Rupees.

Water is obtained from wells within the valleys of the crater; by condensation from sea water; and by means of an aqueduct from Shaikh Othman, an oasis and old Arab village, eight miles from Aden, which may well be visited by carriage if the steamer is detained several hours for coaling or other purposes.

**Postage** to London, India, 1 anna; to Australia 2½ annas per half ounce.

Eastern Telegraph Co.'s Offices, Ras-Boradi and Tawahi.

**Telegrams** to London 1 r. 8 annas (2s.) a word; to Bombay and Calcutta, 1 r. (1s. 4d.); to Adelaide and King George's Sound, 1 r. 13 annas (2s. 5d.). Half rate deferred Telegrams are also accepted.

The majority of steamers to and from India, Ceylon, Burma, Straits, China, Japan, Australia, etc., call at Aden. Information as to dates of sailing and passage tickets can be obtained, on application, at any Office of THOS. COOK & SON, LTD., or THOS. COOK & SON.

# INDIA.

## BOMBAY.

(For further details see Cook's "India" pamphlet of information for travellers landing at Bombay and Calcutta.)

**Cook's Office**—Cook's Building, Hornby Road.

Reading room for the use of passengers travelling under our arrangements.

**Hotels**—Taj Mahal Palace, Grand, Hotel Majestic, Watson's, Apollo, Ballard Pier.

**Refreshment Rooms**—Victoria Terminus (G. I. P. Ry.)

Population (1921), 1,175,914. Distance from London; by sea, round the Cape, 11,200 miles; by sea and Suez Canal, 6,284 miles; *via* Brindisi and Suez Canal, 5,467 miles. Local time, 4 hrs. 51 mins. in advance of Greenwich. Indian standard time (5 hrs. 30 mins. in advance of Greenwich) is now the business as well as the railway time in Bombay.

Bombay, often called the "Gate of India," was ceded by the Portuguese to Charles II. in 1661, as part of the dowry of his Queen, Catherine of Braganza. It was transferred by the King in 1688 to the East India Company on payment of an annual rental of £10 in gold.

Bombay, unlike most other seaport towns of importance, is not situated upon a river. It is one of a cluster of islands, which, being artificially connected with each other, and with the "mainland," by causeways and railway viaducts, now forms a peninsula, lying nearly north and south, which makes the bay so created one of the finest harbours in the world.

Reclamation works in Back Bay between Marine Lines Station and Colaba Point are in progress. A new dock, named Alexandra Dock, providing also a berth for the mail steamers, was opened on the 20th of March, 1914, by Viceroy Lord Hardinge. On the pier to the south of the dock a railway station connecting with the main railway lines has been built. The mail steamers arrive at and depart from this pier.

The electrification of the G.I.P. main line as far as Thana is expected to be completed by July, 1926, and by July, 1927, it is hoped that the section Thana to Kalyan (33 miles from Bombay) will be finished.

The principal buildings are the Victoria Terminus of the G.I.P. Railway, the Offices of the B.B. & C. I. Railway, the Museum, the Royal Institute of Science, the Municipal Offices, Presidency Magistrate's Courts, the Town Hall, the Mint, the Cathedral, the Sailors' Home, Post Office, Public Works Office, the High Court, the University Buildings, the Sassoon Institute, the Markets, Times of India Buildings, etc.

On the Apollo Bunder is a monumental building, symbolizing "the Gateway of India," inaugurated by Lord Reading on Dec. 2nd, 1924.

Carriages for a short drive inside the Fort 8 annas, if by time Rs. 2.8 for the first hour and 12 annas for each subsequent half hour. Outside the Fort limits, calculated according to distance.

Passengers by the Mail steamers are landed at the Mole (Ballard Pier Station), and are only allowed to retain in their possession such small packages as can be carried in their hands. All baggage etc., is landed by the P. & O. Co. at the same place, where it is sorted and delivered after examination by the Customs Officials and payment of Duty. Passengers by other than Mail steamers are landed at the Mole if available, otherwise at the Alexandra Dock.

In order to prevent confusion, no person will be allowed to go on board the Mail steamers on arrival, and friends wishing to meet passengers must await them on the Mole.

**Shipping and Forwarding Dept.**—Our clerks are in attendance for the purpose of assisting clients in clearing their baggage through the Customs, and will take instructions for its disposal after being passed, but they cannot take charge of, nor can we accept any responsibility for, packages or deck chairs, until they have been identified by the passenger, and handed over to our clerks.

The Bombay Port Trust now charge 1 rupee per package on all baggage, whether hand packages or not.

Passengers supplied on board with baggage forms, which can be handed with the keys to our Representative with instructions for delivering or forwarding the baggage to destination.

Baggage warehoused and all shipping and forwarding business undertaken, as detailed on pp. 140-143.

Most articles are now liable to import duty. For particulars see pp. 17-18.

From Bombay passengers can obtain tickets at our office and proceed by sea to Karachi, Persian Gulf ports, East and South African ports, Ceylon, Burma, the Straits Settlements, China, Japan, Australia, Mauritius, etc.; or can book through by rail to all the principal stations in India.

The British India Steam Navigation Co.'s Karachi mail steamers leave Bombay on Mondays and Fridays (about 40 hours' passage). Passengers holding through tickets for Karachi desiring to travel by the first steamer from Bombay after the English mail arrives should inform the Purser *before* reaching Aden, so that accommodation may be reserved by cable.

"Inclusive Independent Travel," see p. 67.

**Postage** on ordinary letters (1 oz.) is as follows. To the United Kingdom and British Possessions, with a few exceptions, 2 annas; and to America, Australia, and Europe, 3 annas. Post cards to the above, 1 anna.

**Telegrams** to England are charged Rs. 3.12 express rate, R. 1.4 per word ordinary rate, and 10 annas a word deferred rate; to Hongkong, R. 1.2, to Yokohama, Rs. 2.2; to Melbourne, R. 1.14; to New Zealand, Rs. 2.2; to Tasmania, R. 1.14, to New York, R. 1.14; and to many chief towns on the Continent of Europe, R. 1.4 (see also pp. 101-2).

Visitors to Bombay are invited to make use of the **Reading and Waiting Rooms** attached to our offices, where, free of charge, may be seen the latest telegrams, newspapers, etc., and where every facility is afforded for the writing and despatch of letters.

**Banking and Exchange.**—We issue Travellers Cheques and Letters of Credit, payable at any of our *Offices* and *Agencies*, and by our correspondents throughout the world. We also supply Indian Currency and other Foreign Moneys at favourable rates, issue drafts on our various Offices, and make telegraphic remittances. We open current accounts and make advances against approved securities; purchase and sell stocks and shares, and undertake Banking transactions of every kind (see pp. 62, 92, 97, 110, 124, 139, 144, 159, 160, 163, 168, 170, 172, 179, 184) at our Office, Cook's Building, Hornby Road, where Railway Tickets, Steamer Tickets, Hotel Coupons, and information respecting India can be obtained.

**Agency Department.**—The Agency of Civil and Military Officers, and others connected with India or the Colonies, undertaken on the usual terms (see pp. 62, 92, 97-8, 144)

**Guide Books, etc.—**

Murray's India, Burma, and Ceylon .. ..	Rs. 21 00
Marlborough's Hindustani Self-Taught .. ..	2 00
Newell's Guides to Bombay, Mount Abu, Jaipur, Agra, Delhi, Benares, etc., from 8 annas to	
Rs. 2.	

**Steamer Sailings.**

For *Marseille, Plymouth, and London*.—*P. & O. S. N. Co.*—Every Saturday noon, calling at Aden, Port Said, Marseille, and Gibraltar.

For *Plymouth*.—*B. I. S. N. Co.*'s homeward steamer from Bombay, usually fortnightly, calling at Port Said.

For *Italian Ports*.—*Lloyd Triestino* and *Marittima Italiana* lines (joint service.)—First of each month, calling at Aden, Port Said, Brindisi, Venice and Trieste; about the middle of each month, calling at Aden, Port Said, Catania, Naples and Genoa.

For *Straits, China and Japan*.—*P. & O. S. N. Co.*—About twice a month, calling at Colombo, Singapore, Hongkong and Shanghai.

*N.Y.K Line*.—About fortnightly calling at Singapore, Hongkong, Shanghai, and Kobe.

For *Australia*.—*P. & O. S. N. Co.*—A local service to China and Japan once a month, connecting at Colombo with the outward Australian steamer

For *Liverpool*, calling at Port Said and Marseille (occasionally)—*Ellerman's City and Hall Lines*.—At frequent intervals.

For *Liverpool* (calling at Marseille occasionally).—*Anchor Line*.—At frequent intervals.

For *Calcutta via Coast Ports*.—*B. I. S. N. Co.*—Service suspended. *Asiatic S. N. Co.*—Occasionally.

For *Karachi*.—*B. I. S. N. Co.*—Every Monday and Saturday via Coast ports (suspended during monsoon season) and every Friday or later on arrival of English mail.

For *Karachi and Persian Gulf (Slow mail)*.—*B. I. S. N. Co.*—Every Thursday.

For *Karachi and Persian Gulf* (Fast mail) —*R. I. S. A.*  
*Co* — Every Friday (during monsoon season every  
 Thursday)

### CALCUTTA.

(For further details see Cook's 'India' pamphlet of information for travellers landing at Bombay and Calcutta.)

**Cook's Office** — 9, Old Court House Street, P O Box No 26; Telephone No 60.

**Hotels** — Continental Grand, Great Eastern, and Spence's

Distance from Bombay by rail, 1,347 miles by the E. I. Ry and 1,223 miles by the B. N. Ry. Duration of voyage from London, about 30 days. Local time, 5 hrs 54 mins in advance of Greenwich, and 24 mins in advance of Indian standard or railway time. Distance from London by sea, 6,570 miles.

Calcutta, in Lower Bengal, until 1912 the capital of India and the seat of Government, is a splendid city, extending four or five miles along the banks of the river Hooghly. Population (1921) including suburbs about 1,327,547. Situated almost at the limits of the Torrid Zone and within a degree of the Tropic of Cancer, the climate is less uniform than that of Madras and other places nearer the Equator. At the same time, owing to its maritime position, Calcutta is far from presenting those strong contrasts of season that are felt by residents of the North-West Provinces, and generally in the interior.

Three seasons may be distinguished, namely —The hot season, lasting from the middle of March to the setting in of the rains in June; the rains, which usually set in about the middle of June and last till the end of September; and the cold season from November to the early part of March.

The chief objects of interest in Calcutta are **Fort WILLIAM**, built 1773. In form it is an irregular octagon, with five sides towards the land and three towards the river. It is surrounded by a dry ditch, which, however, can be filled with water by a sluice from the river. The whole of the defences are faced and palisaded with great care and are kept in admirable condition. The Fort mounts several guns of various calibres. The Post

\*Transferred to Delhi on 12th December, 1911.

OFFICE, a handsome structure, situated on the west side of Dalhousie Square, at the corner of Koila Ghat Street, is a portion of the site of the Old Fort of Calcutta. The site of the Black Hole is marked by a tablet in an arch at the northern end of the eastern veranda of the Post OFFICE. GOVERNMENT HOUSE, built about 1804, at a cost of about 13 lakhs of rupees. The idea of the design is taken from Kedleston Hall, Derbyshire, but the resemblance does not extend beyond the plan. It occupies a fine position on the north of the Esplanade, having a clear view of two miles over the Maidan. The grounds occupy about six acres, and are very prettily laid out to the south. The TOWN HALL, a fine building in the Doric style of architecture, is situated on the Esplanade to the west of Government House. The CATHEDRAL and other churches. ST. PAUL'S CATHEDRAL occupies a fine site at the extreme south of the Maidan. The style of the building is Indo-Gothic, that is to say, Gothic adapted to the exigencies of the Indian climate. The interior fittings are handsomely carved, and there are some fine monuments in the vestibule and transepts. The original east window was the gift of the Dean and Chapter of Windsor, the subject being "the Crucifixion," after a design by West. This was destroyed by a cyclone in 1864, and the present one was erected by subscription. Two beautiful Mosaics have recently been added at the east end.

THE UNIVERSITY. The INDIAN MUSEUM, 27 and 28, Chowringhee, as at present constituted, is not an integral constitution, but is rather a group of departments forming parts of a very comprehensive scheme which is intended to supplement the Scholastic Institutions in the scientific and technical education of students in India. The building has a frontage of 300 feet to the Chowringhee Road, with a depth of 270 feet, and is now being considerably extended. The facade has two storeys of great height, in the Italian style of architecture, the two projecting wings and the central porches having elegant Corinthian columns. The Museum is open to visitors from 10.0 a.m. to 5.0 p.m. from 1st February to 1st November, and from 10.0 a.m. to 4.0 p.m. from the 16th November to 31st January. The QUEEN VICTORIA MEMORIAL HALL, a white marble building with a large dome, was inaugurated by the Prince of Wales, on the 28th of December, 1921, during his Indian tour. The walls are decorated with a series of twelve large frescoes by Mr. Frank O. Salisbury. One of them

represents Queen Victoria holding her first council at Kensington Palace, June 20th, 1837. A revolving bronze figure of the Angel of Victory, weighing five tons, surmounts the central dome. The whole building rivals the Taj Mahal at Agra in magnificence. The STATUES of Sir James Outram, Lord Bentinck, Lord Hardinge, Lord Lawrence, Lord Dufferin, Lord Roberts, etc., are well worth attention. The EDEN GARDENS, for which the inhabitants are indebted to the liberality and taste of the Misses Eden, sisters of Lord Auckland, once Governor-General of India. An elegant bandstand has been erected on the west side of the garden, where the Town Band or Bands of the European or Native Infantry Regiments stationed in the Fort very frequently play. The MAIDAN presents a most refreshing appearance to the eye, the heavy night dews, even in the hot season, keeping the grass and foliage green. The NATIVE BAZAARS are not without interest.

The principal short excursions are to the Botanical Gardens, the Zoological Gardens, and to Barrackpore, Serampore, Chandernagore, Chinsurah, and Hooghly. In the season the Port Commissioners' Feirly steamers run frequently on Saturdays and Sundays to the Botanical Gardens, and by this means a very dusty drive is avoided. Return fare, 8 annas.

The Hotels are near Government House, or in Chowringhee, the Great Eastern and the Grand being the largest, and conveyances drive to them over a floating bridge. This bridge being inadequate for the traffic a new steel bridge is in contemplation. It is to be completed in about two and a half years. The East Indian and Bengal Nagpur Railway termini are at Howrah (on the opposite bank of the river). The Railway Station for Benares is at Howrah, and for Darjeeling and Assam at Sealdah, on the Calcutta side of the river.

Passengers arriving by sea are landed at the Outram Ghat, either by the steamer itself coming alongside or by launch.

Our Representative, in uniform, boards every passenger steamer, and he will clear and forward to destination baggage, etc., on receipt of instructions. Passengers are

warned against entrusting their baggage to irresponsible touts who swarm on the jetties on arrival of steamers.

**Baggage** is examined on board directly the vessel arrives. Articles liable to duty will be landed at the Custom House. For particulars of Import Tariff, see pp. 17-18.

**Letters** and **Telegrams** may be addressed to our care (9, Old Court House Street), and every facility is provided at our Office for the writing and despatch of Letters.

**Telegram and Postal Rates** to England are the same as from Bombay, viz., 3 rupees 12 annas per word express rate 1 rupee 1 anna, ordinary rate, and 10 annas deferred rate, and 1½ annas per ounce. (See also pp. 57, 99, 101.)

**“Inclusive Independent Travel.”** (See p. 67.)

**Conveyances.**—An abundant supply of Motor Taxis of the latest type is always available; fares 10 annas a mile. Horse-drawn vehicles called Gharries are also obtainable, but are not recommended.

Motor Cars for excursions in and around Calcutta may be obtained on application at our Office.

**Banking and Exchange.**—We issue Travellers Cheques and Letters of Credit, payable at any of our Offices and Agencies, and by our Correspondents throughout the world. We also supply Indian Currency and other Foreign Moneys at favourable rates, issue drafts on our various Offices and make telegraphic remittances. We open current accounts and make advances against approved securities, purchase and sell stocks and shares, and undertake Banking transactions of every kind at our Office, 9, Old Court House Street (see pp. 57, 92, 97, 110, 124, 139, 144, 159, 160, 163, 168, 170, 172, 179, 184).

**Agency Department.**—The agency of Civil Servants, and others connected with India or the Colonies, undertaken on the usual terms (see pp. 57, 92, 97-8, 144).

The **Currency** is the same as in Bombay, Madras, and other parts of India.

**Shipping and Forwarding Department.**—All steamers are met upon arrival at Calcutta by our Baggage Staff who arrange for the clearance of passengers' baggage through Customs, and delivery at Stations and Hotels, or despatch up-country.

Baggage warehoused and all shipping and forwarding work undertaken as detailed on pp. 140-143.

**Embarkation.**—With the exception of the Apcar and Indo-China and Coast Port steamers, which start from the stream near the Bank of Bengal, all steamers now leave from the Kidderpore Docks, and passengers either embark there, or more often join the steamer at Garden Reach by a launch provided by the Steamship Company, and which generally starts from Outram Ghat.

Tourists will do well to note that the Tourist season overlaps the Homeward Passage season, and that the rush for berthing accommodation is very great in the early months of the year. No time should be lost in instructing one or other of our Indian Offices as to accommodation required, and clients may rely upon everything being done by us to secure the best possible accommodation available.

### Steamer Sailings.

For *London*.—*P. & O. S. N. Co.*—Intermediate steamers about every fortnight, calling at Colombo and Port Said.

For *London*.—*B. I. S. N. Co.*—Usually fortnightly, calling at Madras, Colombo, Port Said, and Marseille.

For *London*.—By *Ellerman's City Line*, via Madras, Colombo, and Suez Canal.

For *Straits, China and Japan*.—*B. I. S. N. Co., Indo-China S.N. Co., and Apcar Line*, at frequent intervals.

For *Australia, Tasmania, and New Zealand*.—By all lines to Colombo, transferring there to the *P. & O., Orient, and Messageries Maritimes* steamers, frequent sailings.

For *Australia*.—By steamers of *B. I., Apcar and Indo-China S.S. Co.*, to Singapore; thence *Burns-Philp, K. P. M. (Koninklijke Paketvaart Maatschappij) Lines via Java ports, Ellerman & Bucknall (Austral-East Indies Line)*, or to Sydney, sailings at intervals. Also from Singapore to Derby, Broome, Cossack, Onslow, Carnarvon, Shark's Bay, Geraldton, and Fremantle by *Ocean S.S. & West Australian Co.*'s steamers, about once a fortnight.

For *Australia*.—By *B. I. S. N. Co.*.—For Fremantle, Adelaide, Melbourne, Sydney; sailings about once a month.

For *San Francisco*.—By *B. I.*, *Apcar* or *Indo-China S. S. Co.*'s steamers to Hongkong, thence by *Pacific Mail*, or *Toyo Kisen Kaisha S. S. Co.*, at frequent intervals.

For *Seattle and Tacoma*.—By *B. I.*, *Apcar* or *Indo-China S. S. Co.*'s steamers to Hongkong, thence by *Nippon Yusen Kaisha*, about twice monthly, and the *Admiral Line* about once a month.

For *Victoria (V. I.) & Vancouver*.—By *Apcar* or *Indo-China S. S. Co.* to Hongkong, thence by *Canadian Pacific Co.*, about fortnightly.

For *Rangoon*.—*B. I. S. N. Co.*.—Three times a week.

For *Andaman Islands*.—By *Asiatic S. N. Co.*, every six weeks.

For *The Straits*.—*B. I. S. N. Co.*—Once a week, transhipping at Rangoon; and about every week by *B. I.*, *Apcar* or *Indo-China S. S. Co.*'s steamers.

For *Madras and Colombo*.—*Via Coast Ports* by *B. I. S. N. Co.*, once a week.

For *Mauritius*.—By *B. I.* steamer, *via* Colombo. Departures at irregular intervals.

### DARJEELING.

**Hotels.**—Grand, Mount Everest, Park.

No tour in India is complete without a visit to Darjeeling, the journey from Calcutta occupying 20 hours each way.

Siliguri, the starting point of the Darjeeling Himalayan Railway, is on the verge of the tract known as the Terai, a region of forest trees and tea plantations skirting the

base of the Himalayas. Beyond this, the Himalayas rise abruptly in range upon range of wooded mountains, culminating in the highest snowy peaks in the world, and the lofty tableland of Tibet.

The Darjeeling Himalayan Railway, probably the "crookedest railway in the world," is 51 miles long, and ascends 7,407 feet in the first 47 miles. From the highest point (Ghoom) it descends to Darjeeling, beautifully situated about 7,000 feet above the bed of the Great Rangit River. This, combined with a temperature not exceeding 80° in summer nor falling below 30° in winter, has tended to make it the most important sanatorium in Bengal.

For fares see p. 71

The characteristics of the hill people form an attractive feature of the place, and being so entirely different from the inhabitants of the plains, a tour round this hill station is full of interest. Most interesting of the hill men and women are the Bhutias, of Mongolian type and Tibetan extraction. Most of them are descendants from Tibetans who settled in Sikkim a few centuries ago. The men are sturdy in build and very cheerful, and they form the majority of those who pull rickshaws, carry the dandies, and act as porters generally. The women load themselves with massive gold, silver, and bead ornaments, necklaces, amulets, chains and belts studded with rough turquoise.

Other races met with are the Lepchas (also of Mongolian type), and Nepalese.

A visit to Tiger Hill to see the sun rise should on no account be omitted. It means a departure at about 4 a.m. from the hotel, but upon arrival at Tiger Hill, if the day is clear, the view obtained is an ample reward. The peak that claims chief interest is that of Mount Everest (29,002 ft.).

The chief industry of the Darjeeling district is the cultivation of tea, and there are thousands of acres devoted to this purpose.

A Guide issued by the Darjeeling-Himalayan Railway Company is on sale at our various Offices, price 4s. 6d.

## INFORMATION FOR TOURISTS AND RESIDENTS IN INDIA.

THE following general information and Specimens of Tours are given for the guidance of Travellers and Tourists in India. Further details may be obtained on application at our Offices in Bombay, Calcutta, Delhi, Rangoon, and Colombo.

**Currency.**—The coins current in India are—

Rupee .. ..	16 annas	One anna ..	12 pies	Nickel.
1 rupee also	{ 8 "	Half anna ..	6 pies	
1 rupee in	{ 4 "	Silver Quarter anna	3 pies	
1 rupee nickel	{ 2 "		{ 1 pie	Copper.
		1/2 anna	1 pie	

The Government of India Currency Notes are Rs 5, Rs. 10, Rs. 20, Rs. 50, Rs 100, Rs 500, and Rs 1,000.

Indian Currency Notes are not legal tender in Ceylon, but Tourists travelling with our Tickets can exchange them on payment of a small commission on application to our Office at Colombo. Ceylon Government Notes are not legal tender in India.

**Exchange.**—The value of the rupee, as compared with English drafts, etc., fluctuates constantly according to the rate of exchange in London. Indian Currency may be obtained at our Offices at most favourable rates.

**Taxis.**—In all the principal towns there is now a good service of taxi motor-cars. The charge is 12 annas per mile within the town limits.

**Public Horse Conveyances.**—In Bombay, Calcutta, and other large towns, conveyances may be engaged, within certain limits, by the hour. In *Bombay* the authorized charge is 2 rs 8 an for the first hour and 12 annas for each subsequent half hour. Outside the Fort limits rates are calculated according to distance. In *Calcutta* the charge is 1 r. 8 an. per hour. These rates are about to be increased.

**Money Orders** are issued at the principal Post Offices in India, where information can be obtained verbally, and where an official Postal Guide, giving all details, can be purchased for a trifling sum.

The latest published Postal and Telegraph Rates and Rules should be ascertained at the chief offices before

leaving the Presidency towns for the interior. As a rule, however, Telegrams can be despatched from, and received at, nearly all the railway stations and chief towns in India.

**Inclusive Independent Travel.**—Our system of "Inclusive Independent Travel" has been extended to India, Burma, and Ceylon. The arrangements under this system provide for Travel Tickets, Hotel Accommodation, Meals in Restaurant Cars and Refreshment Rooms, Transfer of Travellers and Baggage to and from Hotels, Excursions by Motor, Carriage, Elephant, or Rickshaw, and the Services of Competent Local Guides—in short, with the exception of beverages and the usual gratuities to hotel servants and porters, every necessary expense is comprised in the inclusive fare. Particulars obtainable at the Offices of THOS COOK & SON, LTD.

**Railway Travelling.**—The Indian railway carriages are constructed so as to enable each passenger to recline at full length during night journeys, and are also fitted with lavatories and w.c. Passengers must provide themselves with a pillow and razai (quilt), soap and towel, and our Indian Offices arrange to *loan* bedding, consisting of a holdall, razai, sheets, two pillows, pillow-cases, blanket, toilet-paper, soap, and face and bath-towel at a charge of 1 rupee per day, or passengers may *purchase* it for 75 rupees. Rugs and warm clothing should also be taken, as, although the days are warm, the nights during the tourist season—November to February—are usually very cold.

**Through Carriages.**—Passengers for the North-West and Oude and Punjab (leaving Bombay from the Victoria terminus of the G. I. P. Railway, furnished with handsome Waiting and Refreshment Rooms, Bookstall, etc.) may travel in carriages that run through by the North-East Mail Train, leaving every day—(1) *via* Itarsi, Agra, Ghaziabad, and Ambala to Lahore, Rawalpindi and Peshawar; (2) *via* Jhansi and Cawnpore to Lucknow, (3) *via* Jubbulpore, Mogul Serai (Junction for Benares), to Calcutta; (4) *via* Nagpur to Calcutta.

There are also *Through Carriages* from Bombay (Victoria Terminus) to Hyderabad, Secunderabad, and to Madras, by the South-East Mail Train leaving every night.

The B. B. & C. I. Railway have also a through daily Restaurant Car Express Service by their new broad-gauge system from Colaba Station, Bombay, to Delhi, Ambala (for Simla), Amritsar, Lahore, Rawalpindi, and Peshawar. The tourist route to Delhi and Agra is *via*

Ahmadabad, whence passengers travel by the comfortable metre-gauge line *via* Abu Road (for Mount Abu), Ajmer (for Udaipur) and Jaipur.

**Luggage.**—First-class passengers are allowed 120 lb., and second-class passengers 60 lb., free. Half these weights allowed to children under 12 paying half fare. Luggage may be booked (registered) through to destination on the direct routes if desired, and a receipt will be given by the railway company.

No free allowance of baggage is made at intermediate stations, and passengers wishing to break their journey should book their baggage through to that Station to which the coupon is available, intimating to the Station Master or Clerk, at starting, the names of the Stations at which the baggage will be required *en route*, when a note to that effect will be made on the Baggage Ticket, and the free allowance ensured when resuming the journey.

**Railway Time.**—Indian standard time, which is 37 mins. behind Chittagong time, 2½ mins. behind Calcutta time, 39 mins. in advance of Bombay time, 9 mins. in advance of Madras time, 2 mins. in advance of Allahabad time, and 5 hrs. 30 mins. in advance of Greenwich time, is kept at all railway stations.

**Reserved Accommodation.**—A first-class compartment may usually be reserved on payment of 4 fares, and a second-class compartment on payment of 5 fares, but the rules of each Company vary, and full particulars may be obtained on application at our Offices in Bombay or Calcutta.

One or two *coupi's* are usually available on the principal trains for married couples. These *coupi's* are, however, limited in number and early application is, therefore, essential. If no *coupr* is available married couples must travel at night in separate compartments, or else pay 4 fares to exclusively engage a large first-class compartment.

**Excess Luggage** is charged for as follows—

		Per maund (80 lb.)	Rs.	a.	p.
Between Bombay and Calcutta, <i>via</i> Jubbulpore (direct)		..	11	10	0
" "	<i>via</i> B.B & C.I. Ry. and Delhi	..	12	11	0
" "	Delhi	..	7	12	0
" "	Madras (G.I.P.)	..	7	12	0
" Calcutta and Delhi, <i>via</i> Allahabad		..	8	2	0

**Heavy Baggage** not required on the journey through India, and *Dick Chats* may be sent addressed to our Offices at Bombay or Calcutta. The charges between Bombay and Calcutta are as under—

	Via JUBBULPORE per mālā (100 lbs.)	Rs. a. p.
By Passenger Train ,, Goods Train	: . . 11 10 0	5 3 11
By Passenger Train ,, Goods Train	Via DELHI per mālā (100 lbs.)	12 11 0
By Passenger Train ,, Goods Train	Via NAGPUR per mālā (100 lbs.)	5 4 0
By Passenger Train ,, Goods Train	"	10 7 0
		4 11 10

**Refreshment Rooms.**—Refreshments can be obtained at most of the large stations, and Guards are authorized by the Railway Companies to wire from preceding stations if informed by passengers that meals will be required at the Refreshment Rooms.

**Indian Servants.**—Clients travelling in India, etc., under our arrangements are informed that at our Bombay, Calcutta, Colombo, and Rangoon Offices we have within call a number of travelling servants whom we believe to be reliable, and many of whom we have known for some years

We are pleased to bring together servants and those wishing to engage them, but it must be distinctly understood that the servants are in no way employed by us nor can we undertake any responsibility whatever in connection with them.

**Guides.**—Reliable English-speaking guides will be found in all the principal towns, and may be secured on application to the Managers of the Hotels.

#### Special Train arrangements from Bombay.

First-class passengers with their servants and baggage arriving at Bombay by the P. & O. Mail Steamers can be accommodated in the special train leaving Bombay for Calcutta about 7 hours after the steamer is signalled. The mail train for Delhi (p. 91) and Lahore leaves first. The duration of the through journey by the above train to Calcutta is about 37 hours *via* Jubbulpore. The maximum number of passengers that can be accommodated by the special train is 36 (with their servants and baggage) and the fare from Bombay to Calcutta is Rs. 141. 7. 6.

Passengers desirous of availing themselves of the special train should notify their intention to any of our Offices or the Purser before the steamer's arrival at Aden.

A restaurant car runs regularly in this service.

The usual free allowance of  $1\frac{1}{2}$  maunds (120 lb) of luggage can be taken by passengers in the train.

**Bombay to the Punjab.**—Two Special Express trains (B B & C.I. Ry. & G I P Ry) leave for the Punjab and United Provinces about 7 hours after the mail steamer is signalled; time occupied to Ambala about 37 hours. The train accommodates 24 first-class passengers with their servants and baggage.

#### THROUGH RAILWAY TICKETS

Through Railway Tickets to any point in India can be supplied by us to International Travellers. The following are a few examples. Other fares supplied on application:—

From Bombay to—	Miles.	Hours	FARE.		
			1st Class R a p	2nd Class R a p	
Agra, <i>via</i> Itarsi ..	835	28 $\frac{1}{2}$	82 1 0	41 0 0	
Agra, <i>via</i> Rutlam ..	748	29	82 1 0	41 0 0	
Allahabad, <i>via</i> Jubbul-pore ..	811	29	95 1 $\frac{1}{2}$ 0	47 15 0	
Calcutta, <i>via</i> Jubbul-pore ..	1349	43 $\frac{1}{2}$	111 7 6	70 12 6	
Calcutta, <i>via</i> Nagpur ..	1223	46 $\frac{1}{2}$	133 7 6	66 12 6	
Cawnpore, <i>via</i> Itarsi ..	839	28	88 2 0	44 1 0	
Delhi, <i>via</i> Ajmer ..	849	37	89 0 0	44 8 0	
Delhi, <i>via</i> Baroda, Nagda Muttra ..	865	30	93 5 0	46 10 0	
Delhi, <i>via</i> Itarsi ..	957	31 $\frac{1}{2}$	93 5 0	46 10 0	
Lahore, <i>via</i> Itarsi, Delhi and Lahore, <i>via</i> Rutlam ..	1306	44	130 7 0	65 3 0	
Lahore, <i>via</i> Itarsi ..	1162	42	130 7 0	65 3 0	
Lucknow, <i>via</i> Itarsi ..	884	29 $\frac{1}{2}$	93 12 0	46 14 0	
Madras, <i>via</i> Raichur ..	794	34 $\frac{1}{2}$	93 4 0	46 9 0	
Peshawar, <i>via</i> Rutlam ..	1450	55	157 9 0	78 12 0	
Peshawar, <i>via</i> Itarsi ..	1555	57	157 9 0	78 12 0	
Poona .. .. ..	110	4 $\frac{1}{2}$	14 14 0	7 7 0	

## THROUGH RAILWAY TICKETS—continued.

From Calcutta to—	Miles	Hours	FARES			
			1st Cl.	2nd Cl.	Rs a. p.	Rs a. p.
Agra Fort via Allahabad & Tunilla .	792	25	83	8 0	41	13 0
Benares & Lucknow	821	29	98	13 0	49	9 0
Allahabad (direct) .. ..	514	15	57	14 0	23	15 3
Bangalore via Madras ..	1251	56	136	2 0	68	2 0
Bombay via Jubbulpore ..	1319	42	141	7 6	70	12 6
Nagpore .. ..	1223	46	133	7 6	66	12 6
Cawnpore via Allahabad .. ..	633	19	68	13 0	34	7 0
Darjeeling via Siliguri ..	379	20	61	13 0	30	15 0
" 30 days return.			102	3 0	51	3 0
Delhi via Allahabad .. ..	903	28	91	2 0	47	1 0
" Benares, Lucknow, and						
Cawnpore	433	31	113	1 0	56	10 0
Moredatad	919	43	105	5 0	52	11 0
Dhura Dun via Benares & Lucknow	953	33	111	4 0	55	11 0
Hyderabad via Waltair and						
Bezwada ..	987	40	108	13 0	54	7 0
Kathgodam via Benares & Lucknow	825	41	102	1 0	50	5 0
Lahore via Delhi, Karnal & Ambala						
(N -W Railway) .. ..	1213	41	132	11 0	66	7 0
Lucknow via Benares .. ..	616	21	73	6 0	36	12 0
Madras via Waltair ..	1032	40	115	10 0	57	11 0
Peshawar Cantonment via Delhi,						
Karnal and Ambala .. ..	1505	60	163	7 0	81	11 0
Rawalpindi via Delhi, Karnal and						
Ambala (N -W Railway)	1393	49	153	5 0	76	10 0
Ambala via Delhi .. ..	1026	33	109	5 0	54	12 0

Fares from and to other points quoted on application

Subject to change without notice.



## SPECIMEN ITINERARIES OF TOURS IN INDIA.

## FROM BOMBAY TO CALCUTTA

## Via B.B. &amp; C. I., G. I. P., O. &amp; R. and East Indian Railways.

1st Day ..	Leave Belabav (Colaba)	11th Day ..	Leave Delhi Arrive Agra Canton- ment
2nd Day ..	Arrive Ahmadabad	11th Day ..	Leave do (see below)
3rd Day ..	Leave do	" ..	Leave Pondicherry Arrive Calcutta
5th Day ..	Leave do	15th Day ..	Leave do O. and R Ry
" ..	Arrive Nana	" ..	Arrive Lucknow.
" ..	Leave do	18th Day ..	Leave do
" ..	Arrive Ajmer (R).*	" ..	Arrive Benares (Cantonment)
" ..	Leave do	21st Day ..	Leave do
6th Day ..	Arrive Jaipur	" ..	Arrive Moghal Serai
8th Day ..	Leave do	" ..	Leave do
" ..	Arrive Bijnor (R).*	" ..	Arrive Gaya.
" ..	Leave do	" ..	Leave do
" ..	Arrive Dilli	22nd Day ..	Arrive Calcutta.

**First Class, Rs. 233.9 ; Second Class, Rs. 101.14.0 ;  
Native Servant, Rs. 38.12.**

Time Table may be obtained at our Offices

Tourists not wishing to visit Calcutta can leave Benares at 5.15 a.m. on twenty-first day and arrive in Bombay 11.05 a.m. on twenty-second day.

R Refreshment Rooms.

## Via G. I. P. Route.

Leave Bombay (Victoria).	Arrive Bhopal (R).*
Arrive Manmad	Leave do.
Leave do	Arrive Jhansi.
Arrive Daulatabad (for Ellora Caves)	Leave do.
Leave Daulatabad.	Arrive Gwalior.
Arrive Manmad	Leave do
Leave do	Arrive Agra.
Leave Jalgaon (for Ajanta Caves).	

Continued as per Itinerary above

\* R. Refreshment Rooms.

**First Class, Rs. 193.4 ; Second Class, Rs. 96.9 ;  
Native Servant, Rs. 85.8.**

From Bhilsa Station, 34 miles from Bhopal, the Great Tope at Sanchi can be visited.

A visit to Jaipur can be made from Agra, occupying three days.

### FROM CALCUTTA TO BOMBAY.

#### Via East Indian, O. & R., G. I. P., & B. B. & C. I. Railways.

1st Day	Leave Calcutta.	13th Day	Arrive Delhi.
2nd Day	Arrive Gaya.	15th Day	Leave do
"	Leave do	"	Arrive Jaipur.
"	Arrive Moghal Sarai	17th Day	Leave do.
"	Leave do	18th Day	Arrive Ajmer.
"	Arrive Benares (Cancunet)	"	Leave do
1st Day	Leave do	"	Arrive Abu Road (or Mt. Abu)
	Arrive Lucknow	20th Day	Leave do
7th Day	Leave do	"	Arrive Ahmadabad.
"	Arrive Cawnpore (E. L. R.)	21st Day	Leave do Arrive Baroda.
8th Day	Leave do	"	Leave do
9th Day	Arrive Tonk (Junc)	22nd Day	Arrive Bombay (Central Gate)
12th Day	Leave Agra Fort.	"	Arrive Baroda (Colvila)

First Class, Rs. 203.9; Second Class, Rs. 101.14;  
Native Servant, Rs. 38.12.

Time Table may be obtained at our offices.

#### Via G. I. P. Co.'s Route.

1st Day	Leave Calcutta.	12th Day	Leave Delhi.
2nd Day	Arrive Benares.	"	Arrive Agra.
5th Day	Leave do	13th Day	Leave do.
"	Arrive Lucknow.	"	Arrive Gwalior
8th Day	Leave do.	16th Day	Leave do
"	Arrive Cawnpore.	17th Day	Arrive Bombay (Victoria)
9th Day	Leave do.	"	
"	Arrive Delhi.		

First Class, Rs. 206.6; Second Class, Rs. 103.4,  
Third Class, Rs. 37.14.

The above itinerary is arranged for those whose time in India is limited, but the tickets are available for two months, and allow the journey to be broken at all places of interest en route.

*N.B.* — THOS COOK & SON, LTD., do not hold themselves responsible for delays caused by alterations in the train service which may take place from time to time.

## SPECIMEN ITINERARIES OF OTHER ROUTES.

No. 1—Bombay, Baroda, Ahmadabad, Abu Road (for Mount Abu), Jaipur, Delhi, Kosi, Agra, Gwalior, Jhansi (for Sanchi and Bhopal), Cawnpore, Lucknow, Benares, Calcutta, or *vice versa*

First Class, Rs 214 7 Second Class, Rs 107 5  
Indian Servant, Rs 41 6

No. 2—Bombay, Baroda, Ahmadabad, Abu Road (for Mount Abu), Jaipur, Delhi, Kosi, Agra, Cawnpore, Lucknow, Benares, Calcutta, or *vice versa*

First Class, Rs 203 9, Second Class, Rs 101 11  
Indian Servant, Rs 38 12

No. 3—Bombay, Baroda, Ahmadabad, Abu Road, Jaipur, Delhi, Kosi, Agra, Gwalior, Jhansi, Cawnpore, Allahabad, Moghal Serai, Benares, Calcutta, or *vice versa*

First Class, Rs 206 13, Second Class, Rs 103 9,  
Indian Servant, Rs 42 7

No. 4—Bombay, Baroda, Ahmadabad, Abu Road, Jaipur, Delhi, Agra, Tundla, Cawnpore, Allahabad, Moghal Serai, Benares, Calcutta.

First Class, Rs 191 0, Second Class, Rs 95 10,  
Indian Servant (Third Class), Rs 39 5

No. 5—Bombay, Manmad, Daulatabad (for Ellora Caves), Pachora (for Ajunta Caves), Itarsi, Bhopal, Sanchi, Jhansi, Gwalior, Agra, Cawnpore, Lucknow, Benares, Calcutta, or *vice versa*

First Class, Rs 193 0; Second Class, Rs 96 9;  
Indian Servant, Rs 35 3.

No. 6—Bombay, Manmad, Daulatabad (for Ellora Caves), Pachora (for Ajunta Caves), Itarsi, Bhopal, Sanchi, Gwalior, Agra, Cawnpore, Allahabad, Moghal Serai, Benares, Calcutta

First Class, Rs 180 5, Second Class, Rs 90 3,  
Indian Servant (Third Class), Rs 35 12.

No. 7—Bombay, Baroda, Rutlam, Muttra, Delhi, Lucknow, Benares, Gaya, Calcutta

First Class, Rs 198 10, Second Class, Rs. 99 5,  
Indian Servant, Rs 37 3.

No. 8—Bombay, Baroda, Rutlam, Muttra, Delhi, Tundla, Cawnpore, Lucknow, Benares, Gaya, Calcutta.

First Class, Rs 206 6, Second Class, Rs 103 1;  
Indian Servant, Rs 39 8.

No. 9—Bombay, Baroda, Rutlam, Muttra, Delhi, Tundla, Cawnpore, Allahabad, Moghal Serai, Calcutta.

First Class, Rs. 187 8, Second Class, Rs 93 12;  
Indian Servant, Rs 39 5.

No. 10—Bombay, Baroda, Rutlam, Muttra, Delhi, Agra, Tundla, Cawnpore, Lucknow, Benares, Calcutta.

First Class, Rs 247 11, Second Class, Rs 101 0,  
Indian Servant, Rs 39 13

No. 11—Bombay, B I Steamer to Karachi, rail to Multan, Lahore, Ambala, Delhi, Kosi, Agra, Tundla, Cawnpore, Lucknow, Benares, Calcutta, or *vice versa*.

First Class, Rs 319 0, Second Class (First Class Steamer), Rs. 207 0;  
Indian Servant, Rs 55 0

No. 12—Bombay, B I Steamer to Karachi, rail to Multan, Lahore, Delhi, Kosi, Agra, Gwalior, Jhansi, Cawnpore, Lucknow, Benares, Calcutta

First Class, Rs. 329 11; Second Class and Saloon, Rs 212 7,  
Third Class and Deck, Rs 57 10

No. 13.—Bombay, Manmad, Daulatabad (for Ellora Caves), Pachora (for Ajunta Caves), Itarsi, Bhopal, Sanchi, Jhansi, Cawnpore, Agra, Kosi, Delhi, Jaipur, Abu Road (for Mount Abu), Ahmadabad, Bombay, or *vice versa*.

First Class, Rs. 225 0, Second Class, Rs. 112 8;  
Indian Servant, Rs. 46 2

No. 14.—Bombay, Baroda, Ahmadabad, Abu Road, Jaipur, Delhi, Kosi, Agra, Cawnpore, Lucknow, Benares, Moghal Serai, Allahabad, Jubbulpore, Nandgaon, Manmad, Bombay, or *vice versa*.

First Class, Rs 260 13; Second Class, Rs. 130 7;  
Indian Servant, Rs 51 9.

No. 15.—Bombay, Baroda, Ahmadabad, Abu Road (for Mount Abu), Jaipur, Delhi, Kosi, Agra, Cawnpore, Allahabad, Jubbulpore, Bombay, or *vice versa*.

First Class, Rs. 224.6; Second Class, Rs. 114.3,  
Indian Serv't, Rs. 47.6

No. 16.—Bombay, Baroda, Ahmadabad, Abu Road, Jaipur, Delhi, Kosi, Agra, Cawnpore, Lucknow, Benares, Calcutta, and back to Allahabad, Jubbulpore, Pachora (for Ajunta Caves), Manmad (for Ellora Caves), Bombay, or *vice versa*.

First Class, Rs. 315.0, Second Class, Rs. 173.0;  
Indian Serv't, Rs. 72.0.

No. 17.—Bombay, Manmad, Daulatabad (for Ellora Caves), Pachora (for Ajunta Caves), Itarsi, Bhopal, Sanchi, Jhansi, Gwalior, Agra, Jaipur, Abu Road (for Mount Abu), Ahmadabad, Bombay, or *vice versa*.

First Class, Rs. 176.0, Second Class, Rs. 88.0,  
Indian Serv't, Rs. 31.0.

No. 18.—Bombay, Manmad, Daulatabad (for Ellora Caves), Pachora (for Ajunta Caves), Itarsi, Bhopal, Sanchi, Jhansi, Gwalior, Agra, Cawnpore, Lucknow, Cawnpore, Allahabad, Jubbulpore, Bombay, or *vice versa*.

First Class, Rs. 222.15, Second Class, Rs. 114.6,  
Indian Serv't (Third Class), Rs. 45.7.

No. 19.—Same as No. 1 to Calcutta, thence P. & O. Steamer to Colombo, rail to Talaimannar, ferry steamer to Dhanushkodi, rail to Madura, Trichinopoly, Tanjore, Madras, Wadi, Hyderabad, Poona, and Bombay, or *vice versa*.

First Class, Rs. 650.0, Second Class (First Class Steamer), Rs. 140.0,  
Indian Serv't, Rs. 126.0.

No. 20.—Bombay, B. I. Steamer to Karachi, rail to Multan, Lahore, Ambala, Delhi, Kosi, Agra, Jaipur, Abu Road (for Mount Abu), Ahmadabad, Baroda, Bombay, or *vice versa*.

First Class, Rs. 302.0; Second Class (First Class Steamer), Rs. 198.7;  
Indian Serv't, Rs. 51.0.

No. 21.—Bombay, Poona, Hotgi, Wadi, Hyderabad, Wadi, Raichur, Madras, Tanjore, Trichinopoly, Madura, Dhanushkodi, ferry steamer to Talaimannar, rail to Colombo, or *vice versa*.

First Class, Rs. 205.10; Second Class (First Class Steamer), Rs. 113.0.  
Indian Servt, Rs. 30.0

No. 22.—Bombay, Poona, Raichur, Madras, Madura, Dhanushkodi, ferry steamer to Talaimannar, rail to Colombo, or *vice versa*.

First Class, Rs. 181.0; Second Class, Rs. 103.0;  
Indian Servt, Rs. 34.12

No. 23.—Bombay, Mormugao, by B. S. N. Co's Steamer, thence Castle Rock, Loiua, Belgaum, Wathar (for Mahabaleshwar), Poona, Bombay, or *vice versa*.

First Class, Rs. 100.5, Second Class, Rs. 51.2,  
Indian Servt, Rs. 29.0

No. 24.—Bombay, Mormugao, by B. S. N. Co's Steamer, thence Castle Rock, Dharwar, Hubli, Gadag, Bijapur, Hotgi, Poona, Bombay, or *vice versa*.

First Class, Rs. 113.13; Second Class, Rs. 61.6;  
Indian Servt, Rs. 20.8

*N.B.*—The foregoing are simply Specimen Tours; fares for extensions to Lahore, Peshawar, Hyderabad, Bangalore, Mysore, etc., and for other tours, may be had on application. The tickets are available for two months, and allow the journey to be broken at *all* places of interest *en route*. Fares and times subject to change.

**ITINERARY OF A  
COMPREHENSIVE CIRCULAR TOUR IN INDIA,**

**FROM BOMBAY TO BOMBAY**

Visiting Indore, Udaipur, Ajmer, Jaipur, Agra, Delhi, Amritsar, Lahore, Cawnpore, Lucknow, Benares, Calcutta, Darjeeling, Rangoon, Waltair, Madras, Bangalore, the Nilgiris, Hyderabad, Poona; and occupying about 3½ months.

**Inclusive fare, First Class, Rs. 1080.**

Leave Bombay 9.0. p.m., arrive Indore 4.26 p.m. (440 miles; 14 hours). Leave Indore 9.14 a.m., sleeping at Chitorgarh, arrive Udaipur 11.50 p.m. next day (200 miles; 26 hours). Leave Udaipur 4.10 p.m., halting at Chitorgarh, arrive Ajmer 6.25 a.m. next day (307 miles; 14 hours).

*An alternative route from Bombay to Ajmer is by the Bombay, Baroda and Central Railway via Baroda and Ahmadabad. Jaipur is on the same line, and from Bandiqui Junction Agra may be visited (Bandiqui and Agra Branch). Delhi is on the main line; Indore may be visited from Baroda via Rutlam and Fatehabad.*

Leave Bombay 8.45 p.m., arrive Baroda 5.28 a.m. (248 miles; 8½ hours). Two days' halt sufficient.

Leave Ajmer 7.5 a.m. or 10.29 p.m., arrive Jaipur 11.7 a.m. or 1.47 a.m. (84 miles; 4 hours). Two days' halt sufficient.

Leave Jaipur 11.48 a.m. via Bandiqui, arrive Agra Fort 7.55 a.m. (150 miles; 8 hours). Four days' halt sufficient.

Leave Agra (Cantonments) 3.30 p.m., arrive Delhi (junction) 7.35 p.m. (122 miles; 4 hours). Five days' halt should be made.

Leave Delhi 8.0 p.m., arrive Amritsar 6.45 a.m. (317 miles; 11 hours). One day's halt sufficient.

Leave Amritsar 6.53 a.m., arrive Lahore 7.58 a.m. (32 miles; 1 hour). Two days' halt sufficient.

Leave Lahore 2.20 p.m., via Amritsar and Delhi, arrive Cawnpore 9.12 a.m. (580 miles; 20 hours). One day's halt sufficient.

Leave Cawnpore 4.40 p.m., arrive Lucknow 6.0 p.m. (46 miles; 1½ hours). Three days' halt sufficient.

Leave Lucknow 9.30 a.m., arrive Benares 2.50 p.m. (187 miles; 5½ hours). One day's halt sufficient.

Leave Benares 3 o p.m., arrive Calcutta 6.30 a.m. (429 miles; 16 hours).

Leave Calcutta 4 o p.m.—via Santahar (change to metre gauge train), Parbatipur and Siliguri (change to D.H. Ry train) arrive Darjeeling—reach Darjeeling 1 o p.m. next day (369 miles; 21 hours). Four days' halt sufficient.

Calcutta to Rangoon is 50 hours' journey by the British India Steam Navigation Co.'s steamers leaving Calcutta 3 times weekly. Two days' halt sufficient.

From Rangoon the traveller may either cross to Madras by steamer, occupying about 4 days, or he may return to Calcutta and reach Madras by the Bengal Nagpur Railway, as follows—

Leave Calcutta 4.45 p.m., arrive Waltair 1.0 p.m. next day (547 miles, 19 hours).

Leave Waltair 1.22 p.m., arrive Madras 8.0 a.m. next day (485 miles, 18 hours) Two days' halt sufficient.

Leave Madras 8.40 p.m. via Jalarpet, arrive Bangalore 6.30 a.m. (219 miles; 10 hours). Three days' halt sufficient.

Bangalore to the Nilgiri Hills. A return must be made to Jalarpet, whence it is 170 miles to Podanur Junction and 25½ miles more to Mettupalaiyam. From there to Ootacamund is 29 miles by a narrow-gauge railway (total distance from Jalarpet to Ootacamund, 225½ miles). One day's halt sufficient.

From Ootacamund the traveller must return to Madras.

Leave Madras 8.0 p.m. via Bezwada, arrive Hyderabad 5.2 p.m. next day (489 miles; 22½ hours). Four days' stay required.

Leave Hyderabad 9.22 a.m. via Wadi Junction and Poona, arriving Bombay 6.30 a.m. next day (491 miles; 22½ hours). Two days' halt at Poona is sufficient.

*N.B.—Times of trains are liable to alteration without notice.*

Delhi, took the City. Muhammad Shah Tughlak in 1338 attempted to move his capital from Delhi to Daulatabad, but his plans failed.

Miles			Passenger Express.
162	1st Day .. Dep. Bombay (Victoria Term )	3 15 p.m.	
225	.. Arr. Manmad .. ..	9 24 p.m.	
	2nd Day .. " Daulatabad .. ..	0.43 a.m.	
	Stay one day at Daulatabad		
	3rd Day .. Dep. Daulatabad .. ..	7.29 a.m.	
	" .. Arr. Manmad .. ..	9.50 a.m.	
	4th Day .. Dep. Manmad .. ..	11.35 a.m.	
	" .. Arr. Bombay .. ..	1 45 p.m.	

#### FARES FROM BOMBAY.

	1st Class	2nd Class	3rd Class
To Daulatabad and back .. ..	Rs 52.6	Rs 26.2	Rs. 10.8.

#### THE CAVES OF ELEPHANTA.

Thos Cook & Son, Ltd., have their own motor launch, "The Duke of Portland," leaving the Apollo Bunder every morning and afternoon throughout the season for the trip to Elephanta Island. Bookings should be arranged at their Office, Cook's Building, Hornby Road, Bombay.

The CAVE TEMPLES on the island of Elephanta are three in number, and excavations have been begun in a fourth. The largest, which is in the centre, is 133 feet by 130 $\frac{1}{2}$  feet by 20 feet high, supported by huge pillars with ornamental capitals. A gigantic three-headed bust, supposed to represent the Hindoo Trinity, faces the main entrance. Here once stood a stone elephant 13 feet long, from which the island derived its name. A flight of upwards of 300 stone steps and a pathway, a quarter of a mile from the landing-stage, lead to these curious idolatrous structures of bygone generations.

## UDAIPUR.

Bombay to Khandwa Junction, 353 miles, thence narrow gauge line to Chitorgarh, 278 miles; branch line from Chitorgarh to Udaipur, 69 miles.

**Hotel**—Udaipur.

**Udaipur** is the capital of the Native State of Mewar, or Udaipur, in Rajputana. Population about 47,000. The site of the city, with its palace placed on a low ridge overlooking a romantic lake, is one of the most beautiful and picturesque in India.

## RETURN FARES—CHITORGARH TO UDAIPUR.

First Class .. ..	Rs 17 4	Second Class .. ..	Rs 8.10.
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## JAIPUR.

Bombay to Jaipur, 609 miles, *via* Baroda, Ahmadabad, and Ajmer. Jaipur is 199 miles from Chitorgarh (see above) *via* Ajmer.

**Hotels**—Jaipur, Kaiser-i-Hind, and New.

**Jaipur** is one of the most beautiful cities in India. Population in 1921, 120, 207.

To visit **Amber**, the old capital, it is necessary to obtain the permission of the Political Resident. All information in regard to the places of interest in and around Jaipur can, however, be had of the proprietor of the Hotel, who will also arrange for porters, or for elephants, to visit the Palace, and there is no need to trouble the Resident with references on the subject, or to apply to him for passes before arriving at Jaipur.

## MOUNT ABU.

**Hotel**—Rajputana.

**Abu Road**, 425 miles from Bombay, *via* Baroda and Ahmadabad, on the B. B. & C. I. Railway, is the station for Mount Abu (or Aboo), from which it is distant about 17 miles. There is a refreshment room at the railway station, and a good travellers' bungalow about 1½ miles distant, also two hotels (Rajputanas and Kerundas) and a travellers' bungalow on the hill, up which there is an excellent road.

**Motor-Cars** run between Abu Road Station and Mount Abu terminus. The fare for a full conveyance is Rs. 32 if five or less seats are occupied, or Rs. 37 8 per seat first-class in a motor-bus or touring-car for each journey. Free allowance of baggage is 10 seers; journey occupies 1½ hours. Servants can come up in a motor-bus; charge per seat Rs. 2 8/- Ten seers of luggage are allowed to be brought up free. Rickshaws, for visiting various places of interest, can be had at the hotel at moderate charges.

Permits to visit the Dilwara Temples are necessary, and can be obtained from the Magistrate at Mount Abu, through the Manager of the Rajputana Hotel. The Temples are reached by road (2 miles) and the journey occupies 2½ hours.

The Achilgarh and other Temples, and the Lake (for which no pass is required) are also worth visiting.







**INDIA TO EGYPT.****SPECIAL NILE TOUR.****Bombay to the First Cataract and Back in 6 Weeks.**

We wish to draw the special attention of Residents, to whom a visit to England during the winter months is unadvisable, to the arrangement whereby the First Cataract of the Nile may be visited from Bombay, the whole journey there and back occupying but six weeks. This tour may be shortened by using the railway as may be found convenient between Cairo and Aswan.

Fares quoted on application, covering the passage by P. & O. steamer to Egypt and back, railway to and from Cairo, and tourist steamer to Aswan and back (20 days Nile voyage), visiting the principal places of antiquarian interest in Egypt, such as the temples of Karnak and Luxor and the ruins in the Theban valley from Luxor, and the Island of Philae, the First Cataract from Aswan, Abudos, etc. Four days will also be allowed in Cairo for visiting the Mosques, Bazaars, Pyramids, Sphinx, etc.

Passengers travelling under this arrangement will be seen comfortably on board the steamer at Bombay, and will be met and assisted at Cairo by our interpreters, both going and returning, without extra charge.

Those desirous of making this trip should give early intimation of their intentions, to enable us to secure comfortable accommodation both on the ocean and Nile steamers.

Full particulars will be sent on application. Pamphlet of Nile Tours, with maps and plans of steamers, post free. (See also p. 151.)

**SPECIMENS OF TOURS TO EGYPT, PALESTINE, etc.**

The following tours can be made from Calcutta, Madras, Colombo, or Bombay, and back. Tickets are issued for these tours by the P. & O. Mail, and other lines of steamers, entitling the holder to break the journey at all points of interest. Fares and all other particulars may be obtained

at our offices. Travellers wishing to sketch out their own route are invited to do so, and on application at our Offices inclusive quotations for any possible Tour will be furnished (see also p. 151).

### Cairo and the Pyramids.

**TOUR No. 1**—Leave Bombay by P. & O. steamer to Port Said, rail to Cairo (Trip to the Pyramids) and Alexandria, thence rail to Port Said, and back by P. & O. steamer to Bombay.

### Cairo, the Pyramids, Constantinople, Athens, and Smyrna.

**TOUR No. 2**—Leave Bombay by P. & O. steamer to Port Said, rail to Cairo (Pyramids Trip), and to Alexandria, steamer to Constantinople, calling at Piraeus, Smyrna. returning to Bombay *via* Alexandria, rail to Port Said, thence steamer to Aden.

### Cairo, the Pyramids, and Jerusalem.

**TOUR No. 3**—Leave Bombay by P. & O. steamer to Port Said, rail to Cairo (Trip to the Pyramids), rail to Alexandria, steamer to Jaffa, first-class rail to Jerusalem and back to Jaffa, returning *via* Port Said and P. & O. steamer to Bombay.

### Jaffa and Jerusalem.

**TOUR No. 4**—From Bombay by P. & O. steamer to Port Said, thence local steamer to Jaffa. From Jaffa first-class rail to Jerusalem and back to Jaffa, returning by same route, *via* Port Said and Suez Canal to Bombay.

### Cairo, the Pyramids, Jerusalem, and a Nine Days' Palestine Tour.

**TOUR No. 5**—Leave Bombay by P. & O. steamer to Port Said, rail to Cairo (Trip to Pyramids), rail to Alexandria, steamer to Jaffa, eight days in Palestine,

visiting Jerusalem, the Dead Sea, Jordan, Bethlehem, Jericho, etc., including Dragoman, transport with baggage, Hotel, and all necessary sightseeing fees, back to Jasta, steamer to Port Said, and back by P. & O. steamer from Port Said to Bombay.

**Egypt, Palestine, Cyprus, Turkey, and Greece.**

TOUR No. 6.—Bombay by P. & O. steamer to Port Said, rail to Cairo (the Pyramids), and Alexandria, steamer to Jasta, Beirut, Smyrna, Constantinople, Athens (Piraeus), Patras.

**Cairo, the Pyramids, Athens, Constantinople, Vienna, Paris, and London.**

TOUR No. 7.—Leave Bombay by P. & O. steamer for Port Said, rail to Cairo (Pyramids), Alexandria, steamer to Constantinople; steamer to Constanta; rail to Verciorova, Danube steamer to Budapest; rail to Vienna, Munich, Strasbourg, Paris, Calais, Dover, London

**THE BRAHMAPUTRA, THE RHINE OF INDIA.**

A most interesting excursion, and one which no traveller to India should omit, is a visit to the important tea-bearing districts of the country, situated in the valley of Assam, intersected by the world-famous Brahmaputra. A few years ago this trip was impossible to ordinary travellers, the return journey occupying considerably over a month; but now a rapid daily mail service has been established, which brings the double journey to within a fortnight of Calcutta.

Leaving Calcutta by the Dacca Mail in the evening, the interesting little station of Goalundo is reached on the following morning.

At Goalundo the traveller proceeds on one of the well-appointed Despatch Steamers of the Rivers Steam Navigation Company, Ltd., or India General Navigation & Ry. Co., Ltd. The scenery is very fine, the gently sloping Garo hills being seen on the south bank, and beyond on the right bank are the thickly-wooded Bhutan Hills, behind which rise the snow-clad Himalayas.

The snowy range runs fairly parallel with the Brahmaputra, and the early riser will admit that no scenerу can be compared with the rising beams of the sun striking on the snow-clad mountains.

Goalpara is reached on the fifth day from Calcutta and on the morning of the fourth day from Goalundo. It is a picturesque little town surrounded by wooded hills, one of which has some bungalows on its summit, and an old European Cemetery, where lie buried several officers who took part in the campaign which drove out the Burmans and established British rule in the province in 1826. The route from here to Gauhati provides some very fine scenery, the banks on both sides being wooded to the water's edge and in several cases the river is deep from side to side, a most unusual occurrence in a river like the Brahmaputra. Near here are the two hills which used to be known as the gates to Assam.

Numerous muggers (alligators) will be seen basking themselves on the many sand banks, and the sportsman will doubtless amuse himself by shooting some of these dangerous reptiles, which simply swarm in the river the whole way up.

On the morning of the fifth day Gauhati, the prettiest station in Assam, is reached. There are many most interesting places to visit in the neighbourhood of Gauhati, among others an old Hindoo Temple, situated on a hill a short distance from the town, rising to a height of over 700 feet from the base. The temple is approached by high granite steps encircling the hill, at the top of which 100 virgins are said to reside. The beautiful scenery and the curious temples (may be inspected), where buffaloes and sheep are daily sacrificed to the presiding deity, well repay a visit. There is another curious temple on Peacock Island, in the centre of the river close to the station, but the place does not swarm with the holy birds as formerly.

Gauhati was at one time a royal residence. A Hindu Kingdom flourished here in the Middle Ages but was gradually overrun by insurgents from the Shan States and Burma. There is little that now remains to show its former magnificence, but nothing can detract from the beauty of its situation.

The rocky island in the centre of the river, now known as Peacock Island, but formerly bearing the Hindu name of Umananda, is supposed to be caused by the dust which the God Siva brushed from his forehead.

Travellers to Shillong, 63 miles distant, formerly disembarked at Gauhati and took pony tonga to that delightful hill station. As mentioned elsewhere, the motor tonga, now start from Pandu Ghat and travellers to and from Shillong frequently miss the beautiful scenery of Gauhati. It is really worth extending their journey to that place on either the upward or downward trip, in order to obtain an impression of the most lovely view on the Brahmaputra. There is comfortable accommodation and messing arrangements on the floating dak-bungalow "Dilwara" at the landing place at Gauhati, and passengers can easily break their journey here and await the arrival of the downward steamer.

The most important industry carried on by Europeans in Assam is tea culture, and although finer bushes can be seen further up the valley than at Gauhati, it is here that real tea gardens are first met with. These are mostly situated on the hill-sides and the little bushes are visible from the river bank, dotting the slopes, and the grass-thatched bungalow in which the manager lives. A call at any of the gardens will well repay the trouble of getting there, and on the invitation of the planter, the whole process, from the plucking of the leaf to the withering, rolling, fining and packing of the tea, may be inspected.

The excursion may be extended by proceeding the next day as far as Tezpur, and from thence a two days' further run to Dibrugarh. The scenery is fine the whole way, and the further up the wilder it gets, and nowhere is the snowy range lost to view.

The next station of any importance is Tezpur on the north bank, one of the most picturesque and well ordered stations on the Brahmaputra. The land about here is hilly and lends itself to views of surprising beauty. At one time this district must have been thickly populated, as the ruins of large temples and the remains of immense tanks still exist. The carved stone-work of the temple on Ramani Hill is now under the care of Government—none too soon, as numberless remnants of sculptured stone-work

will be found in various parts of the station in use as gate posts, etc

Tezpur is the principal station of the Durrung district and is reached in nine days from Calcutta and six from Goalundo.

The Main Steamer Services terminate at Dibrugarh, the chief town of the Lakhimpur District, 1,100 miles distant from Calcutta. This station is reached on the twelfth day from Calcutta by the steamer route, eight days from Goalundo and four from Gauhati

Dibrugarh is an important exporting centre and, unlike other Assam districts, deals with other commodities than tea. The large coal-fields of the Margherita district were opened out in 1881 and now export 400,000 tons annually of a very superior quality of coal. The Assam Oil Co. have extensive borings near the coal-fields and are increasing their exports yearly. The total area under tea cultivation is about 90,000 acres

The Brahmaputra is not at present used by large vessels beyond Dibrugarh but a Feeder Steamer Service is maintained with Sadiya, sixty-five miles further up, which is the furthest British outpost on the North-Eastern frontier. Between Dibrugarh and Sadiya the Dihong unites with the Brahmaputra, bringing with it the waters of the Sanpu, the great river of Thibet, which for years was a puzzle to geographers and was variously associated with the Irrawaddy, Brahmaputra, Salween and Mekong. It has now been definitely demonstrated that this mystical river flows into the Brahmaputra, cutting its way through inaccessible gorges of the main chain of the Himalayas.

#### FARES, ETC., ON THE BRAHMAPUTRA.

	1st Class.
1. Calcutta to Dibrugarh and back, by rail to Goalundo, steamer to Dibrugarh, and back to Goalundo, thence rail to Calcutta (time occupied 18 days) .. . . . .	} Rs. 217 10 6
2. Calcutta to Gauhati (for Shillong) by rail to Gauhati, steamer to Goalundo, thence rail to Calcutta (time occupied 6 days) .. . .	} Rs 126.11.3
3. Calcutta to Dibrugarh and back, <i>via</i> the Sundarbans both ways (time occupied 22 days) .. . .	} Rs 195.13.0
4. Calcutta to Gauhati (for Shillong) by rail, thence steamer to Calcutta, <i>via</i> Goalundo and the Sundarbans (time occupied 9 days) .. . .	} Rs. 123 13.6

In addition to the above fares, Rs 6 per day is charged for messing.

**Pleasure Trips from Calcutta to Goalundo via the  
Sundarbans, returning by Rail.**

Steamers of the Assam Sundarbans Despatch Service leave Juggernathghat, which is situated on the Calcutta side of the River Hooghly above Howrah Bridge, every alternate date on the opening of the Bridge. Passengers embark on the evening previous to sailing and the trip to Goalundo usually occupies four or five days. The steamers are fully equipped for first-class passengers, and all the cabins and saloons are fitted with electric lights and fans. Messing is provided on board at the rate of Rs. 6 per head per day, and wines, spirits, etc., at tariff rates. On the trip between Calcutta and Goalundo ice is supplied without extra charge. The first-class fare from Calcutta to Goalundo is Rs. 30, and servants are carried at the rate of Rs. 5 each. From Goalundo to Calcutta the Eastern Bengal Railway runs two fast trains daily, one in the afternoon and the other at night. The first-class fare is Rs. 23 15 9.

Intending passengers should give at least twenty-four hours' notice to enable arrangements to be made for messing, etc. Berths will be reserved in order of application, and especially during the holiday season early booking is recommended. Each steamer has ten or twelve berths, and all the accommodation for any special trip can usually be reserved by making forward application and paying for the full number of berths. Copies of Time and Fare Tables with Guide, price four annas each, postage one anna six pies, can be had on application to the Office of THOS. COOK & SON, LTD., in Calcutta.

**DELHI.**

**Cook's Office.**—4, Kashmir Gate; Telephone No. 155.

Reading Room for the use of passengers travelling under our arrangements.

**Hotels.**—Cecil, Civil and Military, Elysium, Maiden's, and Saboy.

Distance from Bombay by rail, 957 miles by G. I. P., and 865 miles by the B. B. & C. I. Railway; from Calcutta 903 miles by the East India Railway.

Local time 5 hrs. 8 mins. in advance of Greenwich and 22 mins. behind Indian standard or railway time

**Telegram and Postal Rates** to England are the same as from Bombay (see pp. 57 and 101).

**Banking Department.**—We issue Travellers Cheques and Letters of Credit, payable at any of our offices and Agencies, and by our Correspondents throughout the world. We also supply Indian Currency and other Foreign Moneys at favourable rates, issue drafts on our various offices, and make telegraphic remittances. We open current accounts and make advances against approved securities; purchase and sell stocks and shares, and undertake Banking transactions of every kind (see pp. 57, 62, 97, 110, 124, 139, 144, 151, 160, 161, 170, 172, 179, 184).

**Agency Department.**—The Agency of Civil Servants, and others connected with India or the Colonies, undertaken on the usual terms (see pp. 57, 62, 97-8, 144).

**Forwarding Department.**—Tourists will find our Shipping and Forwarding Department a convenience in arranging for the despatch of Purchases, Curios, Heavy Baggage, etc., to England, United States, or any part of the world.

Through inclusive rates quoted for small packages on application

Regular shipments by Mail Steamers from Bombay to London.

Delhi, with a population (1921) of 304,420, is the ninth largest city in India, and is now the Imperial Capital in place of Calcutta. It was the old Mogul capital and was made famous in the history of the country by the siege by the British troops in 1857 on the occasion of the Indian Mutiny. The city is situated on the right bank of the River Jumna, and the railway station is on the north side. The principal street, the Chandni Chauk, in which is the statue of the late Queen-Empress Victoria, runs east and west from the Fort or Imperial Palace on the Jumna to the Fatehpuri Mosque near the Lahore Gate.

The great circular building to hold the Chamber of Princes, the Council of State and the Legislative Assembly is expected to be finished in 1926.

Four or five days are required to visit comfortably the sights of Delhi and immediate neighbourhood. The principal are: the Mogul Fort and Palace (once contain-

ing the Peacock Throne, taken away by Nadir Shah) ; the Pearl Mosque (Moti Masjid), of white and grey marble ; the Great Mosque (Juma Masjid), the Cathedral Mosque of India. Outside the city are the Mutiny Memorial (north), the tombs of Humayun and Safdar Jang (south). Still farther south, at a distance of 11 miles from Delhi, are the Mosque of Kuwat-ul-Islam (with its pillar of solid iron, 23 feet 8 inches high and 16 inches in diameter), and the famous Kutab Minar, 233 feet high.

Excursions in Delhi and neighbourhood are arranged by our Office. Particulars on application

## SOUTHERN INDIA

### MADRAS.

**Hotels.**—Connemara, D'Angelis.

Distance from London, by sea and Suez Canal, 7,313 miles. Population (1921), 526,911.

Local time, 5 hrs 21 mins. in advance of Greenwich. Indian standard or railway time, 5 hrs 30 mins in advance of Greenwich.

Madras, the third city and seaport of British India, the seat of government of the Presidency, and headquarters of the Madras Army, stretches for 9 miles inland, suburbs and villages included. Amongst the principal buildings and monuments are the Cathedral, Scotch Kirk, Government House, Senate House, Memorial Hall, and Chepak Palace, statues of Lords Munro and Cornwallis, Bishop Heber's monument. Fort St. George, or the White Town, contains the Arsenal and the principal Government Offices. The Observatory, founded in 1792, gives the standard time to all India, and is the fixed point of departure of the Trigonometrical Survey. The recreation grounds are the South Beach Promenade and the People's Park.

For Telegram and Postal Rates, see pp. 99-102.

“Inclusive Independent Travel,” see p. 67.

## Steamer Sailings.

For *Marseille* and *London*—*Via* Rail to *Bombay*, thence by *P. & O.* every Saturday, *via* *Aden* and *Port Said*.

For *London*—By *B. I. S. N. Co.*, calling at *Colombo*, *Aden*, and *Suez Canal*, fortnightly; by *City* and *P. & O. S. N. Co.* about fortnightly during the season (February-May).

For *Colombo*—By *B. I. S. N.* and *Asiatic S. N. Co.*, *via* Coast Ports, occasionally.

For *Australia*, *Tasmania*, and *New Zealand*—By all above steamers to *Colombo*, transferring there to the *P. & O.*, and *One* *it* steamers, by which there are frequent sailings.

For *Calcutta*—By *B. I. S. N. Co.* once a fortnight; and by *B. I. S. N. Co.*, *via* Coast Ports, occasionally.

For *Rangoon*—By *B. I. S. N. Co.*, direct every Friday.

For *The Straits*—*B. I. S. N. Co.* weekly.

THE SOUTH INDIAN RAILWAY COMPANY and CEYLON GOVERNMENT RAILWAY, with a view to accelerating the traffic between Madras and *Colombo*, have organized an express service between Madras and *Dhanushkodi* (*via* *Trichinopoly* and *Madura*), thence by one of the South Indian Railway Ferry steamers to *Talaimannar*, thence Ceylon Government Railway to *Colombo*, the entire journey occupying 36 hours. This railway route affords travellers from Madras or Ceylon convenient facilities for visiting the historical districts and Temples of Southern India, the centres of the greatest of the ancient Hindu dynasties. Unfortunately there is an absence of hotels and the accommodation at the stations is very limited but at *Madura*, *Tanjore*, *Trichinopoly*, etc., there are rooms above the Railway Stations, and visitors occupying these take their meals in the Refreshment Rooms, which are all under the supervision of Messrs Spencer & Co., Madras.

For parties we recommend the retention of a first-class Bogie Family Carriage from Madras to *Dhanushkodi* or *vice versa*. The charge for this is 6 first-class and 4 third-class fares, with an additional charge of 12 annas per hour or fraction for demurrage.

**Ootacamund**, about 350 miles from Madras, is the chief Sanatorium of the Presidency, and during the summer months the headquarters of the Government and of the Commander-in-Chief Population (1921), 19,467. The narrow-gauge railway to Ootacamund begins at Mettupallayam (29 miles). The Sanatorium lies 7,228 feet above sea-level in an amphitheatre encircled by hills, and ornamented by an artificial lake nearly 1½ miles long. A splendid vegetation, combining tropical and English plants, flowers, and fruit, with an annual rainfall of 45 inches, and a mean temperature of 55 F., afford a delightful and refreshing retreat for residents in the plain.

**Bangalore (Hotels—West End, Cubbon)** is a large town, with a population in 1921 of 237,491, the capital of the State of Mysore, and one of the most favourite military stations in India, the climate being noted for its healthiness. The chief buildings are the Maharajah's Palace, Government House, the Public Offices, the High School, and the Fort, south of the old native quarter, about 1 mile east of which is the Lala Bagh, a beautiful pleasure garden.

**Seringapatam**, the old capital of the State of Mysore, under Hyder Ali and Tippoo Sahib, one of the most historical places in India, is situated on an island formed by the river Cauvery Population about 12,000. The fort, which overhangs the river, contains the ruins of Tippoo's Palace, the old Temple of Ranga Natha Swami, and the Jama Musjid built by Tippoo. The Darya Daulat Bagh, a summer palace of Tippoo just outside the fort, contains the pictures representing the defeat of Baillie at Conjeveram in 1780. The Lala Bagh contains the mausoleum of Hyder Ali and his son Tippoo.

**Madura**, the chief town of the district of the same name, was the political and religious capital of Southern India from time immemorial Population (1921), 138,894. The Great Pagoda or Temple sacred to Siva, a profusely ornamented and magnificent structure, was decorated as it now stands by Teruinala Nayak early in the seventeenth century. Some of the carving is superb, and the New Gallery is said to have cost a million sterling. The old Palace of Teruinala Nayak has been restored and is used as public offices, forming one of the finest public buildings in India. Numerous other religious and non-religious edifices may

be visited, and the principal drive is round a fine Teppa Kulam, or tank, which is fenced with stone, and has a temple in the centre.

**Trichinopoly** consists of a fort, military cantonment, and seventeen villages. Population (1921), 120,422. Inside the fort on the north side of the town is the Rock (rising abruptly to a height of 273 feet) at the top of which is a small temple. The Nawab's Palace has been restored, and at the foot of the Golden Rock, outside the town, is the Central Jail, one of the largest in India. The most important local industries are gold and silver manufactures, weaving, and cigar-making. About 2 miles north from the Rock is the town of Seengham, with a remarkable Temple to Vishnu, called the Great Temple of Sri Rangam, with well-preserved painted ceilings, and ornaments of diamonds and other precious stones in one of the pavilions. In the court round the central hall is the so-called Hall of One Thousand Pillars, the number of which is now much reduced. At about a mile from this temple is a smaller one, sacred to Shiva, called the Temple of Jambukeswar. It is built on an artistic plan, and is worth a visit, but has a neglected appearance.

**Tanjore**, situated in the garden of Southern India, was the last capital of the Chola dynasty. It contains 2 Forts, much dismantled, enclosing the chief part of the native town. Population about 60,000. The principal sights are the Great Pagoda in the little Fort, the Palace of the Rajah in the Great Fort, and Schwartz's Church. The Great Pagoda is considered the most remarkable of all the Temples of Southern India, and, having been preserved with little alteration, is the best specimen of the style of architecture peculiar to India, south of Madras. At the north-west corner of the outer enclosure is the wonderful Shrine of Kartikeya, the son of Shiva, an exquisite piece of decorative building. The Palace of the Rajah is a vast edifice of masonry of no architectural merit, containing statues and pictures, and a library of some 18,000 Sanscrit MSS., of which 8,000 are written on palm leaves. Schwartz's Church contains a very fine group of figures in white marble, by Flaxman, representing the death of the aged missionary, Schwartz. Tanjore is noted for its artistic manufactures, such as jewellery, copper-ware, pith models, carpets, silks, etc.

## INFORMATION FOR RESIDENTS IN INDIA.

THE following summary of the various Branches of our business, is given for the information of Residents in India

Members of the Indian Services, of the Uncovenanted Civil Service, and Residents generally, are invited to apply to our Offices in Bombay, Calcutta, Delhi, Rangoon, and Colombo on any matter of business in India or England.

### BANKING DEPARTMENT.

**Current Accounts** opened on the usual terms with officers and others, at our Bombay, Delhi, Calcutta, Colombo, and Rangoon Offices, also at our Head Office, Ludgate Circus, London, E.C., 4, and at our Agencies in Paris and Brussels.

**Drafts** issued on **THOS COOK & SON (BANKERS), LTD.**, Ludgate Circus, London, and the principal cities of the world, at the exchange of the day

**Bills and Cheques** drawn against funds in the United Kingdom purchased or taken for collection.

We issue **Letters of Credit** and **Travellers Cheques** payable at any of our Offices and Agencies, and by our Correspondents throughout the world, thus affording a very safe means of carrying funds, and exceptional facilities to Travellers.

**Telegraphic Transfers or Remittances** made payable in any part of the world, at the best rate of exchange, and without any charge for commission

**Deposit Accounts** opened, and interest allowed. Terms and rates on application.

**Stocks and Shares.**—All kinds of Government securities and other shares bought and sold. Bonds and Certificates received for safe custody. Interest and Dividends collected

**Remittance Accounts** opened in Bombay, and interest allowed on amounts deposited awaiting remittance.

**Loans** made against approved securities.

### AGENCY DEPARTMENT.

The Agency of Civil Servants, and others connected with India or the Colonies undertaken on the usual terms.

**Pay and Pension collected**

**Powers of Attorney** for drawing pay in India and London can be obtained at our offices. Forms for reporting arrival can be obtained at any of our Offices in India, at Port Said, Malta, Marseilles, Naples, Southampton, and London.

**Regimental Accounts, etc.**—Mess, Club, and other accounts kept. Subscriptions to Pension Funds, Institutions, etc., paid.

Regular periodical payments made Insurance premiums, Club, and other subscriptions paid.

**Commissions** undertaken to purchase any articles required, and to forward them to or from England.

**Insurances.**—Fire, Life, Marine, and Accident Insurances effected in the best offices at the lowest rates of premium. Special Baggage Insurance by land and sea for travellers using our tickets. (See pp. 11 and 142.)

### **PASSAGE DEPARTMENT.**

**Passages** engaged by P. & O., Orient, Triestino, Messageries Maritimes, Marittima Italiana, British India, Anchor, Bibby, City, Hall, and all other lines of steamers free of agency charge. Plans of steamers, rates of passage-money, list of sailings, etc., sent on application.

**Outward Passages** engaged and tickets supplied from any part of the world to India.

**Baggage and Freight.**—Baggage and general merchandise received and shipped as cargo to all parts at lowest rates. Declaration forms forwarded on application. Goods warehoused at moderate rates, and insured against fire or theft. (See also pp. 9-11, 140-142.)

**Insurance.**—Effects insured against loss or damage during transit.

**Passengers** met at all ports on arrival.

**Specially Reduced Fares** for Military, Naval, and Civil Service Officers, to Europe, *via* China and America.

### **LIFE ASSURANCE.**

We act as Agents for various well-known Life Assurance Companies, and can arrange to take out Policies.

## ABSTRACT OF POSTAGE RATES.

## INLAND RATES.

Each post card, 6 pies (half anna). Reply post card, one anna.

Letters not exceeding  $2\frac{1}{2}$  tolas\* in weight, one anna, for every additional  $2\frac{1}{2}$  tolas, 1 anna.

Book and pattern packets in open covers, including newspapers not exceeding 5 tolas in weight, half anna, and for every additional 5 tolas, half anna.

Parcels are of two kinds.—(1) Unregistered parcels: for these the Post Office neither gives nor takes, receipts. Certificates of posting can however be obtained in respect of such parcels. (2) Registered parcels: for these the Post Office both grants receipt, to the senders at the time of posting and secures receipts from the addressees at the time of delivery. Postage on unregistered parcels (must be in stamps) is 2 annas for 20 tolas, 3 annas for 40 tolas, and 3 annas additional for every 40 tolas or part of that weight in excess of the first 40 tolas up to 160 tolas. Postage on registered parcels is as above, and in addition there is a registration fee of 2 annas. A registered parcel must not exceed 800 tolas in weight.

Registration Fee to be prepaid by stamps—each letter or post card, 2 annas; each book or pattern packet, newspaper, or parcel, 2 annas.

Acknowledgment of receipt from addressee, to be prepaid by stamps in the case of registered letters, and in cash in the case of parcels, 1 anna.

Insurance Fee to be prepaid in stamps—when the value certified does not exceed Rs. 50, 1 anna; when the value certified does not exceed Rs. 100, 2 annas; and for every additional Rs. 100 or fraction thereof, 2 annas.

Value payable commission (*deducted from amount paid to sender*) when the amount specified for recovery does not exceed Rs. 10, 2 annas; when the amount specified for recovery does not exceed Rs. 25, 4 annas, and for every additional Rs. 25 or fraction thereof, 4 annas.

\* One tola=11 $\frac{1}{2}$  grammes=about  $\frac{1}{3}$  oz.; 80 tolas=1 seer; 39 tolas=1 lb.

## FOREIGN POSTAGE RATES.

Prepayment of Newspaper rates, so  
that Newspaper rates, is compulsory.  
Legal or Commercial Documents  
addressed to Union Countries must  
be prepaid to the extent of 2 annas at  
least, and Printed Papers, Books and  
Samples to the extent of one anna,  
or they will not be forwarded (unless  
addressed to the United Kingdom).

Certificate of Post-  
ing—for each article, half  
anna      Registration is avail-  
able for a prepaid article  
of any class addressed to  
a Union Country, and  
in some cases for prepaid  
letters (but letters only)  
addressed to Non-Union  
Countries; the regis-  
tration fee (to be prepaid by  
stamps) is 2 annas in all  
cases.

Printed Papers and Legal or Commercial Documents must not exceed in size 2 by 1 ft., and weigh more than 4 lb. 6 oz., except for the United Kingdom, Australia, or Cape Colonies, to which the limit is 5 lb.

United Kingdom and British Possessions  
U.S. of America, Canada, and other Union Countries, if serv'd  
through United Kingdom  
Continent of Europe, and any Union Country not serv'd through  
United Kingdom .. . . . .  
Australian Colonies .. . . . .  
Cape of Good Hope, *via* Brindisi .. . . . .  
" " *via* Zanzibar .. . . . .  
Ceylon by Land Post or Indian Packet .. . . . .

## INLAND MONEY ORDERS.

With very few exceptions, all Post Offices in India are authorized to issue Money Orders. Post Offices are open for the transaction of Money Order business between the hours of 12 o noon and 4 o p m (in Calcutta and Bombay 10 o a m to 4 o p m), every day except Saturday, Christmas and New Year's days, Good Friday and the King's Birthday.

## TELEGRAPHIC CHARGES.

### Inland Telegrams.

There are two classes of telegrams,—express, and ordinary.

**Express Telegrams** have precedence over ordinary telegrams in transmission, and are delivered by messengers at any time during the day or night.

Ordinary Telegrams are transmitted in their turn after express telegrams, and delivery is effected by messengers between 6 o a.m. and 11 o p.m. These hours are subject to modification to suit local requirements.

Ordinary telegrams are not accepted on Sunday, Christmas, New Year's Day, Good Friday, and the King's Birthday.

For repeating a message by order of sender, one-fourth the charge for the telegram.

The following are the rates of charge for state and private telegrams between any two offices in India:—

	Express R. a.	Ord. R. a.
12 words .. .. .. .. ..	1 5	0 12
Each additional word .. .. .. .. ..	0 2	0 1

### Foreign Telegrams.

### From Stations in India to :—

From Stations in India to :-	Per word, address charged for	
	Express	Ord
United Kingdom and all countries in Europe via Suez	1 <sup>Rs</sup> 12	1 4
Aden and Peru		1 0
Ceylon, 1 Rupee for first 12 words and 2 annas for each additional word.		
United States, New York City	1 12	
Canada " San Francisco	2 4	
Australia .. .. .. ..	1 r. 11a to 3	3
New South Wales .. .. .. ..	.. .. .. .. ..	1 14
Queensland .. .. .. ..		
South Australia and West Australia .. .. .. ..		
Victoria .. .. .. ..		
Tasmania .. .. .. ..		
New Zealand .. .. .. ..		2 2
Palestine, via Suez .. .. .. ..		1 8

### FOREIGN TELEGRAMS

(continued)

				Per word, address charged for Express	Old Rs a	Per word, address charged for Express	Old Rs a
China (Hong Kong), via Madras	.	.	.	..	1 2		
" (Shanghai) "	"	"	"	..	1 7		
Japan (Yokohama), "	"	"	"	..	2 2		
Egypt	.	.	.	1 r 7 a and 1	3 3		
Malta	.	.	.	..	1 4		
Penang and Straits Settlements	.	.	.	..	1 0		
Singapore	.	.	.	..	1 0		
Turkey in Asia, via Suez	.	.	.	..	1 9		

### FOREIGN CURRENCIES (Revised May 25, 1925).

#### FRANCE.

Monetary Unit—the *Franc* of 100 Centimes.

		Nominal value	s. d.
Bronze—5 centimes	=	0 0½	
" 10 "	"	0 1	
Nickel—5 "	"	0 0½	
" 10 "	"	0 1	
" 25 "	"	0 2½	
Silver—50 "	"	0 4½	
" 1 franc	"	0 9½	
" 2 francs	"	1 7	
" 5 "	"	4 0	
Gold—10 "	"	8 0	
" 20 " " Louis "	"		
" or "Napoleon"	"	16 0	

NOTES are issued by the Bank of France for 5, 10, 20, 50, 100, 500, and 1,000 francs, and are legal tender.

Present value of the franc, 2½d.

#### BELGIUM.

Monetary Unit—the *Franc* of 100 Centimes.

		Nominal value	s. d.
Nickel—5 centimes	=	0 0½	
" 10 "	"	0 1	
" 25 "	"	0 2½	
" 50 "	"	0 4½	
Silver—50 "	"	0 4½	
" 1 franc	"	0 9½	
" 2 francs	"	1 7	
" 5 "	"	4 0	
Gold—10 "	"	8 0	
" 20 "	"	16 0	

NOTES are issued by National Bank for 5, 20, 50, 100, 500, and 1,000 francs.

Present value of franc, 2½d.

#### SWITZERLAND.

Monetary Unit—the *Franc* of 100 Centimes.

		Nominal value	s. d.
Bronze—1 centime	=	1 centime	
" 2 centimes		2 centimes	
Nickel—5 "	"	5 "	= 0 0½
" 10 "	"	10 "	0 1
" 20 "	"	20 "	0 2
Silver—50 "	"	50 "	0 4½
" 1 franc	"	1 franc	0 9½
" 2 francs	"	2 francs	1 7
Gold—10 "	"	10 "	4 0
" 20 "	"	20 "	16 0

NOTES of 5, 20, 50, 100, 500, and 1,000 francs are issued by the Swiss National Bank, and are available throughout Switzerland.

The Silver coins bearing the figure of Helveta in a sitting position (with the exception of the 5 franc pieces) are obsolete.

Present value of the franc, 9½d.

#### ITALY.

Monetary Unit—the *Lira* of 100 Centesimi.

		Nominal value	s. d.
Copper—5 centesimi	=	5 centesimi	0 0½
" 10 "	"	10 "	0 1
Nickel—20 "	"	20 "	0 2
" 50 "	"	50 "	0 4½
" 1 lira	"	1 lira	0 9½
" 2 lire	"	2 lire	1 7
Silver—5 "	"	5 "	4 0
Gold—5 "	"	5 "	4 0
" 10 "	"	10 "	8 0
" 20 "	"	20 "	16 0

The money in general use is paper currency in notes of 5, 10, 50, 100, 500 and 1,000 lire.

Present value of the lira, 2d.

## GERMANY.

*Monetary Unit—the Mark of 100 Pfennige*

Nominal value.

Aluminium Bronze 5 Renten Pfennige

10 " 50 " s. d.

Silver " 1 Reichsmark = 1 0  
" 3 " = 3 0

All other coins issued prior to or during the War are demonetised.

At present there are three kinds of Notes in circulation, namely 1, Billion Marks, Renten Marks, and the new currency Reichsmarks. The two latter are of equal value, but the first-named are accepted at the rate of one Billion per one Renten or Reichsmark.

New Reichsmark Notes are issued for 10, 20, 50, 100 and 1,000 Marks, and will eventually replace both the Billion and Renten Mark issues.

## UNITED STATES OF AMERICA.

*Monetary Unit—1 Dollar of 100 Cents.*

Nominal value.

s. d.

Copper—1 cent .. = 0 0½

Nickel—5 cents .. 0 2½

Silver—10 " (dime) .. 0 5

" 25 " .. 1 0½

" 50 " .. 2 1

" 1 dollar .. 4 1½

Gold—1 dollar .. 4 1½

" 2½ " .. 10 1

" 5 " .. 20 7½

" 10 " .. 41 3

" 20 " .. 82 6

Notes (Greenbacks) are issued by the Treasury and National Banks for 1, 2 5, 10, 20, 50, 100, 500, and 1,000 dollars.

Present value of the dollar, 4s. 1½d.

## NORWAY, SWEDEN, DENMARK.

*Monetary Unit—1 Krone of*

100 Ore. Nominal value.

Copper—1 ore .. s. d.

" 2 " .. .. = 0 0½

Silver—10 " .. .. 0 1

" 25 " .. .. 0 3½

" 50 " .. .. 0 6½

" 1 kroner .. .. 1 1½

" 2 kroner .. .. 2 2½

Gold—5 " .. .. 5 6½

" 10 " .. .. 11 1½

" 20 " .. .. 22 2½

BANK NOTES are also issued of 1, 2, 5, 10, 50, 100, 500 and 1,000 Kroner.

EXCHANGE, May 25th, 1925, 28 5½ (Norway), 18 16 (Sweden) and 25 8½ (Denmark) Krone to the £.

## EGYPT.

*Monetary Unit—Piastre of 10 Millions. Nominal value*

Copper—1 mil .. s. d.

" 2 " .. .. 0 0½

Nickel—1 " .. .. 0 0½

" 2 " .. .. 0 0½

" 5 " .. .. 0 1½

" 10 " .. .. 0 2½

Silver—1 piastre .. 0 2½

" 2 pastres .. 0 5

" 5 " .. 1 0½

" 10 " .. 2 0½

" 20 " .. 1 1½

Gold—50 " 1½E. 10 3

" 100 " 1½E. 20 6

NOTES of 25 and 50 piastres, 1½E, 5½E, 10½E, 50½E, and 100½E are issued by the National Bank of Egypt, and of 5 and 10 piastres by the Government.

English Treasury Notes are subject to a varying exchange, but are sometimes accepted as 97½ piastres.

## AUSTRIA.

*Monetary Unit—Schilling or 100 Groschen.* Nominal

		value
Copper—1 Groschen	s d	
" 2 "	" "	
Nickel—10 "	0 0	
Silver—1 Schilling	0 7	

From March 1st, 1825, a new unit of currency—the Schilling of 100 Groschen—was introduced. A new note for 100 Schillings has been put into circulation, but the old Krone notes are still legal tender. 10,000 Krone being equal to 1 Schilling, 1/10 Nickel Kronen and 2½ in 100 copper Kronen are still to be tender for 10, " and 1 Groschen respectively.

## SPAIN.

*Monetary Unit—Peseta of 100 Centimos.* Nominal

		value
Bronze—5 cents	..	0 0½
" 10 "	" "	0 1
Silver—50 "	" "	0 4½
" 1 peseta	" "	0 9½
" 2 pesetas	" "	1 7
" 5 "	" "	4 0
Gold—20 "	" "	16 0
" 25 (Alfonso)	" "	20 0

Notes of 25, 50, 100, 500 and 1,000 pesetas are issued by the Bank of Spain.

Gold is at a premium, and is not in general circulation.

All Silver Coins prior to 1869 are demonetised.

The equivalents shown in table are based on the nominal gold value, but the present value of the peseta is 7½d.

## INDIA &amp; CEYLON.

(See pp 66 and 123 respectively)

## PORTUGAL.

*Monetary Unit—Escudo or 100 Centavos.*

	Nominal value.
2 centavos	1d
10 " "	5½d

The escudo replaces the old milreis of 1,000 reis, to which it is equal in value. The money in use is chiefly notes and silver.

NOTES are issued by the Bank of Portugal, for 5, 10 and 50 centavos, 1, 2½, 5, 10, 20, 50, 100 and 1,000 escudos.

EXCHANGE very fluctuating; present rate about 2½d per escudo, paper

## HOLLAND.

*Monetary Unit—1 Gulden of 100 Cents.*

	Nominal value
Copper—1 cent	s d
" 2½ cents	0 0½
Nickel—5 "	0 1
Silver—10 "	0 2
" 25 "	0 5
" 50 "	0 10
" 1 gulden	1 8
" 2½ "	4 2
Gold—5 "	8 4
" 10 "	16 8

NOTES are issued by the Netherlands Bank for 10, 25, 40, 60, 100, 200, 300, and 1,000 gulden, and Zilverbonds by the Government for 1 and 2½ gulden.

Present value of the Gulden 1s. 8d.

## TURKEY.

*Monetary Unit—the Piastre  
of 40 Paras*

	Nombre 1 vive s. d.
1 piastre .. ..	nearly 0 2½
20 piastres =	1 silver medjidie = 3 7
100 " = 1 gold Turkish pound = 15 0	

NOTES are issued by the Imperial Ottoman Bank for ½, 1, 5, 10, 50, 100 £L, and by the State for 1, 2½, 5, 10, 25 and 50 piastres and 1, 2½, 5, 10, 25, 50 and 100 £T

The present value of £T 100 per £  
2s. 2½d.

## GREECE.

*Monetary Unit—the  
Drachma of 100 Lepta.*

The circulation medium of Greece consists principally of paper, notes being issued for 1, 2, 5, 10, 25, 100, 500 and 1,000 dr with copper coins of 5 and 10 lepta, and nickel coins of 5, 10, and 20 lepta for the divisional money.

The rate of Exchange varies considerably. The present value of the drachma is about ½d.

## HUNGARY.

*Monetary Unit—Krone of  
100 Heller.*

Present Exchange about 345,000 Kronen per £

Travellers can change their money and cash circular notes and letters of credit at the Branch Offices of Thos Cook & Son and or Thos Cook & Son, LTD

NOTE—Owing to the violent fluctuations to which many of the currencies herein shown are subject, the quotations are purely nominal and given by us with all reserve

## PERSIA.

*Monetary Unit—Kran or  
20 Shahs.*

10 Kran = 1 Toman.

The coins in common use are the 1 Kran, 1 Kran, 2 and 5 Kran silver pieces. Gold is not in general circulation.

Notes are issued by the Imperial Bank of Persia, payable in silver, for 1, 2, 3, 5, 10, 20, 50, 100, 500, 1,000 tomans.

The present value of the Kran is ½d.

## CHINA.

	Nombre 1 vive s. d.
1 Kran (silver)	5 0

## JAPAN.

*Monetary Unit—Yen or  
100 Sen.*

	Nombre 1 vive s. d.
10 Sen = about .. ..	0 2½
2 " " .. ..	0 5
5 " " .. ..	1 0

1 Yen = .. .. 2 0

Notes are issued for 10, 20 and

50 Sen and 1, 5, 10, 20, and 100

Yen

The present value of the Yen is 8½d.

## SYRIA.

*Monetary Unit—Piastre of  
20 Centimes.*

100 piastres = One pound Syrian.  
1 piastre = 20 centimes French.  
Syrian Notes (first issued in Aug., 1919) are in denominations of 1, 5, 10, 25, 50, 100 and 500 piastres, and £10, £25 and £50 Syrian.

Travellers can change their money and cash circular notes and letters of credit at the Branch Offices of Thos Cook & Son and or Thos Cook & Son, LTD

## CLUBS IN INDIA.

**Agra.**—Agra Club, Ltd., near Post Office.

**Ahmadabad.**—Gujrat Club

**Ahmadnagar.**—Ahmadnagar Club, Goli Club

**Ajmer.**—Ajmer Club, Kaiser Bagh.

**Akola.**—Akola Club.

**Akyab.**—Akyab Gymkhana Club, Race Course Road.

**Allahabad.**—Allahabad Club, Ltd., N.W.P Club

**Ambala.**—Suhind Club.

**Amritsar.**—Amritsar Club.

**Banda.**—Banda Club.

**Bangalore.**—Bangalore Club; United Service Club; Golf Club; Gymkhana Club; Cosmopolitan Club.

**Bareilly.**—Bareilly Club, Ltd.; Gymkhana Club.

**Barrackpore.**—Barrackpore Club, Ltd.

**Bassein.**—Bassein (Burma) Club

**Belgaum.**—Belgaum Club

**Benares.**—Benares Club, Ltd.

**Bhamo.**—Bhamo Club; Gymkhana Club

**Bombay.**—Bombay Club; Byculla Club; Royal Bombay Yacht Club; Bombay Gymkhana and Golf Club; Willingdon Sports Club; Princess Mary Gymkhana, Ltd

**Calcutta.**—Bengal Club, Ltd.; Bengal U.S. Club; Barrackpore Club, Ltd.; Calcutta Club, Ltd.; Calcutta Light Horse Club; New Club, Ltd.; Royal Calcutta Turf Club; Royal Calcutta Golf Club; Saturday Club, Ltd.; Tollygunge Club, Ltd.

**Cawnpore.**—Cawnpore Club, Ltd., Mall.

**Chandernagor.**—Cercle de Chandernagor.

**Chittagong.**—Chittagong Club.

**Chudderghat (Hyderabad, Deccan).**—Nizam's Club.

**Cocanada.**—Cocanada Club.

**Colombo, Ceylon.**—Colombo Club ; Golf Club ; Prince's Club, Garden Club ; Chess Club ; Hockey and Football Club ; Sailing Club.

**Coonoor**—Coonoor Club, Ltd.

**Dacca.**—Dacca Club.

**Darjeeling.**—Darjeeling Club, Ltd., Auckland Road ; Gymkhana Club, Ltd.

**Dehra Dun.**—Dehra Dun Club, Ltd

**Delhi.**—Delhi Club, Ltd., Ludlow Castle ; Imperial Delhi Gymkhana Club, Ltd. ; New Reform Club.

**Dibrugarh.**—Dibrugarh District Club, Ltd

**Gwalior.**—Sports Club

**Hazaribagh.**—Hazaribagh Station Club.

**Hyderabad (Deccan).**—Hyderabad Military Club

**Jhansi.**—Jhansi Club.

**Jubbulpore.**—Nerbudda Club.

**Kandy, Ceylon.**—Kandy Club ; Automobile Club

**Karachi.**—Sind Club ; Golf Club ; Gymkhana Club

**Lahore.**—Punjab Club, Gymkhana Club.

**Lucknow.**—Lucknow U.S. Club, Chutier Manzil ; Mohammed Bagh Club.

**Madras.**—Cosmopolitan Club, 15, Mount Row ; Madras Club, Mount Road ; Gymkhana Club, Boat Club ; Cricket Club.

**Madura.**—Madura Club.

**Mahableshwar.**—Mahableshwar Club.

**Mandalay.**—Irrawaddy Club ; Upper Burma Club.

**Maymyo.**—Maymyo Club, Ltd.

**Meerut.**—Wheeler Club ; Jubilee Club.

**Midnapore.**—Midnapore Club.

**Mirzapur.**—Mirzapur Club.

**Moulmein.**—Gymkhana Club.

**Mount Abu.**—Rajputana Club.

**Murree.**—Murree Club, Ltd.

**Mussoorie.**—Himalaya Club, Ltd.

**Muzaffarpur.**—Muzaffarpur Club, Tirhoot Planters Club.

**Mysore.**—Mysore Club.

**Nagpur.**—Central Provinces Club, Ltd.

**Naini Tal.**—Naini Tal Club, near St. John's Church.

**Neemuch.**—Neemuch Gymkhana Club

**Nuwara Eliya, Ceylon.**—Hill Club ; Golf Club.

**Ootacamund.**—Ootacamund Club ; Gymkhana Club.

**Palanpur.**—Kangra Valley Club.

**Peshawar.**—Peshawar Club, Ltd

**Poona.**—Club of Western India, Gymkhana Club ; Royal Connaught Boat Club

**Prome.**—Prome Club.

**Quetta, Beluchistan.**—Quetta Club, Ltd.

**Ranchi, Logardagga.**—Ranchi Club

**Rangoon.**—Boat Club, Gymkhana Club ; Pegu Club ; Golf Club ; Kokine Club

**Ratnagiri.**—Ratnagiri Station Club.

**Rawalpindi.**—Rawalpindi Club, Ltd

**Secunderabad.**—United Service Club ; Deccan Club ; Secunderabad Club ; Gymkhana Club.

**Shahjahanpore.**—Shahjahanpore Club, Cantonments.

**Shillong (Assam).**—Shillong Club ; Recreation Club.

**Sholapore.**—Sholapore Club.

**Silchar.**—Cachar Retreat Club.

**Simla.**—U.S. Club, Ltd. ; New Club

**Trichinopoly.**—Trichinopoly Club ; Gymkhana Club.

**Tuticorin.**—Tuticorin Club.

**Waltair.**—Waltair Club.



# BURMA.

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## RANGOON.

(For further details see Cook's "Information for Travellers to Burma" [Burma pamphlet].)

**Cook's Office**—Phayre Street (Post Box 78); Tel. Address "Coupon," Rangoon, Telephone No. 120.

**Hotels**—Rangoon Allandale, Minto Mansions, Royal, Strand; Mandalay. Gamblies, Kalaw. Kalaw.

Distance from Liverpool, 8,162 miles Duration of voyage from Calcutta (787 miles), about two to three days. Local time, 6 hrs. 25 mins. in advance of Greenwich. Situated on the Rangoon river, 21 miles from the sea. Population, 341,962.

There are many delightful drives in and around Rangoon, and visitors should endeavour to see the following places of interest:—The Shwe Dagon Pagoda (electric tram), the Sule and the Botatoung Pagodas, Cantonment Gardens, the Agric-horticultural Gardens and Zoo, Dalhousie Park and the Royal Lakes, the Victoria Lakes (about seven miles out), the Bazaars (especially the silk bazaar), the Jail and the Jail Workshops.

**Shipping and Forwarding Department.**—All steamers are met upon arrival at Rangoon by our Baggage Staff, who arrange for the clearance of passengers' baggage through Customs, and delivery at Stations and Hotels, or despatch up-country.

Baggage warehoused and all shipping and forwarding work undertaken as detailed on pages 140-143.

Our charges for clearing or shipping passengers' baggage are 12 annas per package, with a minimum of 1 rupee 8 annas. These charges include collection or delivery

in the town. A small extra charge is made for delivery or collection out of town limits, and for attendance at unusual hours. Travellers arriving in Rangoon by train, or by local steamers, should notify us in advance if they wish to be met on arrival. They are particularly requested to give our interpreters written instructions regarding their baggage. A book will be handed to them in which to record such instructions.

**Customs.**—There are no Customs formalities to be complied with by passengers arriving from any Indian port. Passengers from foreign ports are required to fill up a Customs declaration form, which will be handed to them on board the steamer, on arrival, by a Customs official. All *bond tide* personal effects are admitted free, but firearms for travellers' personal use must be covered by licences.

Correspondence may be directed to our care, and it would be well for all travellers to leave their permanent addresses with us in order that we may deal with any letters or parcels arriving after their departure.

It is important that letters addressed to our care should bear the full name or initials of the addressee, and not merely the surname; also an address to which the letter may be sent if not delivered. By complying with these requests passengers will materially assist us in dealing with their correspondence.

**Currency.**—The same as in India, see p. 66. Notes for Rs. 5, 10, 50, are now current throughout India and Burma; notes of other denominations are only current in the area of issue. English bank-notes, sterling drafts and cheques are exchangeable at the current rate of exchange.

**Import Duties.**—Same as in India, see pp. 17-18. There is no duty on goods from Indian ports.

**Banking and Exchange.**—Letters of Credit and Travellers Cheques issued and cashed, Current Accounts opened, Drafts issued, Cable remittances made, and all other Banking transactions effected at our office.

**Postal Rates.**—Inland post, i.e., India, Burma and Ceylon:—

For letters not exceeding  $2\frac{1}{2}$  tolas in weight 1 anna.  
 For each additional  $2\frac{1}{2}$  tolas, or part thereof 1 anna  
 A tola is a little less than  $\frac{1}{2}$  ounce.

The foreign postal rates are as follows —  
 To the United Kingdom and nearly all British possessions, for every ounce or part thereof 2 annas.  
 The rate to other countries, for 1 ounce or part thereof, is .. .. .. .. 3 annas.  
 For every additional ounce or fraction ..  $1\frac{1}{2}$  annas.

**Telegraph Rates.**—There are two classes of inland telegrams, express and ordinary. The rates for these are as follows —

	Unit number of words	Unit Rate	Each additional word	Address charged for.
Express	12	Rs 1 8 0	Rs 0 2 0	do
Ordinary	12	0 12 0	0 1 0	do

The rate for telegrams to the United Kingdom and Europe generally, is 1 r + a per word; to Hongkong, 1 r 2 a; Australia and Tasmania, 1 r 14 a.; New Zealand, 2 r. 2 a.; Egypt 1 r. 7 a. and 1 r 8 a. Half rate Deferred Telegrams are also admitted.

“Inclusive Independent Travel,” see p. 67

**Guide Books, etc.**—Sir J. G. Scott’s “Burma: a Handbook of Practical Commercial and Political Information,” published in 1906, is the most complete book of information on the country yet published. It is exceedingly well illustrated, and we strongly recommend tourists and others to procure it.

“Burma,” by R. Talbot Kelly, published in 1905, is excellently illustrated in colours by the author.

We also recommend a perusal of the following works:—“The Burman: His Life and Notions,” by Shway Yoe, and “The Soul of a People,” by H. Fielding Hall. These two books will give the traveller some insight into the habits and thoughts of the Burmese, and greatly add to the interest of a tour in Burma.

Marlborough’s “Burmese Self-Taught,” Rs. 4.

## Steamer Sailings.

For *Marseille, Plymouth, and London*, by steamer to Madras—Weekly sailings by *B. I. S. N. Co.*, rail to Bombay, thence by *P. & O.* steamer every Saturday. Also by *B. I. S. N. Co.* to *Calcutta*, sailings three times a week—rail to Bombay, thence *P. & O.* steamer.

For *Naples, Toledo, Gibraltar, and London*, by *Bibby Line* steamers to *Colombo*, thence *Orient Line*; sailings fortnightly from *Rangoon*, and every 4 weeks from *Colombo*.

For *Colombo, Marseille, and London*, direct—Every fortnight by *Bibby Line* steamers.

For *London or Liverpool* direct—By *Henderson Line* steamers every fortnight.

For *Calcutta*—By *B. I. S. N. Co.*'s direct steamers every Tuesday, Thursday, and Saturday; for *Akyab* and *Chittagong* twice weekly, on Tuesdays and Sundays.

For *Tavoy and Mergui*.—By *B. I. S. N. Co.*'s steamer weekly, on Thursdays.

For *Straits Settlements*.—Weekly on Thursdays, by *B. I. S. N. Co.*'s steamers to *Penang* and *Singapore*.

For *China and Japan*, by weekly service of *B. I. S. N. Co.*'s *Line* to *Penang* and *Singapore*, thence fortnightly to *Yokohama* by *P. & O.* or *N. Y. K.* steamer; or by *Messageries Maritimes*, service monthly.

For *San Francisco, New York, and Europe*.—As above to *Hongkong*, *Shanghai*, or *Yokohama*, thence either by the *Pacific Mail* and *Toyo Kisen Kaisha* services, sailings at frequent intervals.

For *Seattle and Tacoma (U.S.A.), New York, and Europe*.—As above to *Hongkong*, *Shanghai*, or *Yokohama*, thence by *Nippon Yusen Kaisha*, about twice a month, or the *Admiral Line* about monthly.

For *Vancouver, Montreal, New York, and Europe*, via *Straits Settlements* and *P. & O. Line*.—As above to *Hongkong*, *Shanghai* or *Yokohama*, thence by *Canadian Pacific Company*'s steamers about fortnightly.

For *Australia, Sydney*.—*B.I.S.N. Co.* to Singapore, thence *Burns-Philp Line* 28th of each month; or *K.P.M. Line*, sailings irregular, but about monthly. For *Freemantle and Geraldton*, *B.I.S.N. Co.* to Singapore, thence *Western Australia Line* and *East Indies Line*, both monthly.

For *Australia, Tasmania, and New Zealand*.—By *Bibby Line* to Colombo, thence by *P. & O., Orient, and Messageries Maritimes* steamers, frequent sailings.

For *Mauritius*.—As above to Colombo, thence *B.I.S.N. Co.'s Line*. Departures at irregular intervals at present from Colombo.

For *Natal and the Cape*.—As above to Calcutta or Colombo, thence *Natal Line* steamer. Sailings about once a month. Also monthly sailings of the *India and African Line*.

For *Egypt* by *British India* steamer to Calcutta or Madras, rail to Bombay, thence by *P. & O.*, weekly service from Bombay.

For *Egypt*, by *Bibby Line* to Colombo, thence by *P. & O., Orient, and Messageries Maritimes* steamers, frequent sailings.

For *Egypt*.—By *Bibby and Henderson Lines*, sailings of each Company fortnightly.

For *Madras*.—By *B.I.S.N. Co.'s* direct steamer every Friday.

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BURMA is seen to the best advantage from about the middle of November, just after the rainy season, until the middle of March. April is a hot month, and the monsoon breaks about the middle of May, the average rainfall in Rangoon being 100 inches. From November to May there is practically no rain.

“Inclusive Independent Travel,” see p. 67; Hotels see pp. 137-8

Burma does not compare with India in towns and buildings of historical interest and antiquity, and with the exception of her pagodas and monasteries and the palace at Mandalay, there are few buildings to charm the eye or attract the attention of the casual visitor. It is rather the scenery, and still more the people, in which the charm of a visit to Burma consists. The Burmese are a pleasure-loving people, and in habit and thought are very different

to any other races of which the Indian Empire is composed. The bulk of the trade of the country is in the hands of Chinese and Indian merchants. The women are more industrious than the men, and live lives of great freedom. The religion of the Burmese is Buddhism. No tour to the East is complete unless it includes Burma.

Burma is the largest province of the Indian Empire, with a population of (1911) over 13 millions. The principal exports are rice, timber, oil, hides, rubies, cotton and cutch. Manufactured goods are exported to Western China. Minerals, including jade-stone and petroleum, are abundant, and gold and silver are found in small quantities. There is a large traffic by river and by the Burma Railways, which extend to Myitkyina on the Upper Irrawaddy, with branch lines to the Shan States. The Irrawaddy and its tributaries supply important navigable water, the main river being navigable beyond Bhamo, 900 miles from its mouth. Rangoon, the capital, is the principal port of Burma, the third largest of the Indian Empire, and is fast increasing in commercial prosperity and population.

#### Steamship Connections.

Passages to any part of the world may be engaged through us; information as to sailings, cost of passage, etc., may be had on application to any of our offices.

**P. & O. S. N. Co.**—The mail route from England to Burma is overland to Marseille, thence by P. & O. steamer to Bombay, rail to Calcutta, and British India steamer to Rangoon. The time occupied is 20 days.

**The Bibby Line of Steamers.**—This Line maintains a fortnightly direct service between England and Rangoon, and *vice versa*. Only saloon passengers are carried. The steamers sail from Liverpool, and call at Marseille, Port Said and Colombo. Duration of voyage, 39 days. Passengers by embarking or disembarking at Marseille save 7 days. The outward fare from London, is £75 17s. The homeward fares are £76 to London by sea, £75 17s. overland *via* Marseille, and £68 to Marseille. All the steamers of this Line have been specially built for Eastern passenger traffic, and are furnished throughout with electric light.

and fans. A qualified doctor and stewardess are carried. Special tourist rates are granted between Colombo and Rangoon, and *vice versa*. On the homeward voyage these steamers are boarded on arrival by our representative, who will afford passengers any information as to trains, baggage, etc.

**Henderson Line of Steamers.**—This Line also maintains a fortnightly service of steamers in each direction, sailing outward from Liverpool and calling at Port Said. The duration of the voyage is about 31 days. Only one class of passengers is carried. The outward fare is £65. The return voyage is made to Liverpool or Plymouth and the homeward fare is £15. The passenger accommodation on all the steamers is amidships, and has been specially arranged and fitted with a view to the comfort of the passengers. A qualified doctor and stewardess are carried on all steamers of this Line.

The S.S. "Kemniendine," "Pegu," "Amarapoora," "Sogaing," and "Burma" have supplement-rated cabins, fares for which will be quoted on application.

**The British India S.N. Co.'s Steamers** sail to Calcutta, whence there are frequent local sailings to Rangoon. This Company also maintains regular and frequent communication between Rangoon, Calcutta, Madras, and Singapore. Particulars of these sailings, and the fares will be found on p. 117.

**The Asiatic S.N. Co.** maintains services between Rangoon, Port Blair, Calcutta, and Madras.

#### **The Irrawaddy Flotilla Company, Ltd.**

This important Company has contributed in no small measure to the prosperity of the Province. It was formed about 1860, and at first its operations were confined to Lower Burma, but in a very short time its steamer services were extended to Mandalay and Bhamo. At the present day there is not a navigable river or creek in Burma which is not served by the steamers of this deservedly prosperous company. Special care has been taken in the construction of the passenger accommodation on these steamers. The cabins are large and roomy, fitted with electric light and fans, and most comfortably furnished. During the

season from November to March, the downward steamers, from Mandalay and Bhamo, are often very full; we therefore strongly advise travellers who can spare the time to travel up the river, as by so doing they will probably obtain better accommodation.

Through passengers on Irrawaddy Flotilla Company's steamers are charged Rs 6.8 per day for food. This is payable on board. Passengers remaining on board at terminal stations will be charged Rs. 12 per day for accommodation and messing.

The express steamers of the Irrawaddy Flotilla Company berth 16 first-class passengers. On one or two steamers the accommodation has been increased to 24 berths. During the season it is very necessary to secure accommodation early. The ferry steamers between Katha and Bhamo have a limited number of berths, and passengers proceeding to Bhamo from Katha would do well to notify us as soon as possible the date on which they wish to travel, so that we may reserve their accommodation.

The following are the principal sailings of the Irrawaddy Flotilla Company's Steamers:—

#### Rangoon-Mandalay Service.

##### Upwards.

Leave	RANGOON	Tuesday and Saturday.
"	PROME	Saturday and Wednesday.
Arrive	MANDALAY	✓ Thursday and Monday

##### Downwards.

Leave	MANDALAY	Sunday and Thursday.
Arrive	PROME	Wednesday and Sunday.
"	RANGOON	Sunday and Thursday.

#### Mandalay-Bhamo Service.

##### Upwards.

		Mail Steamers.	Cargo Steamers.
Leave	MANDALAY	Friday.	Tuesday.
Arrive	BHAMO	Sunday.	Sunday.

##### Downwards.

Leave	BHAMO	Monday.	Wednesday.
Arrive	MANDALAY	Wednesday.	Saturday.

Sailings of other services may be had on application.

## PRINCIPAL LOCAL SAILINGS AND FARES

## British India Steam Navigation Co.

Service Between	USUAL DAYS OF SAILING AND ARRIVALS				1 AREAS				REMARKS.
	Depart Rangoon.	Arrive Rangoon.	Depart for Destination Rangoon.	Arrive Rangoon.	Single 1st.	Single 2nd.	Return 1st.	Return 2nd.	
Rangoon & Calcutta	Tuesday	Thursday	Sunday	Tuesday	Ru. 51.0	Ru. 4.0	Ru. 5.0	Ru. 4.0	From Calcutta in early morning. From Rangoon according to tide.
Rangoon & Calcutta	Thursday	Sunday	Tuesday	Thursday	Ru. 51.0	Ru. 4.0	Ru. 5.0	Ru. 4.0	
Rangoon & Madras	Saturday	Tuesday	Friday	Monday	Ru. 51.0	Ru. 4.0	Ru. 5.0	Ru. 4.0	
Rangoon & Mergui	Thursday	Saturday	Sunday	Monday	Ru. 51.0	Ru. 4.0	Ru. 5.0	Ru. 4.0	
Rangoon & Tavoy	Thursday	Friday	Sunday	Monday	Ru. 51.0	Ru. 4.0	Ru. 5.0	Ru. 4.0	
Rangoon & Singapore	Thursday	Tuesday	Wednesday	Friday	Ru. 51.0	Ru. 4.0	Ru. 5.0	Ru. 4.0	
Rangoon & Penang	Thursday	Sunday	Saturday	Monday	Ru. 51.0	Ru. 4.0	Ru. 5.0	Ru. 4.0	
Rangoon & Hongkong	Service Irregular				Ru. 51.0	Ru. 4.0	Ru. 5.0	Ru. 4.0	
Rangoon & Shanghai	Service Irregular				Ru. 51.0	Ru. 4.0	Ru. 5.0	Ru. 4.0	
Rangoon & Japan	Tuesday	Wednesday	Thursday	Friday	Ru. 51.0	Ru. 4.0	Ru. 5.0	Ru. 4.0	
Rangoon & Sandoway	Tuesday	Wednesday	Thursday	Friday	Ru. 51.0	Ru. 4.0	Ru. 5.0	Ru. 4.0	
Rangoon & Kyaupkyu	Tuesday	Wednesday	Thursday	Friday	Ru. 51.0	Ru. 4.0	Ru. 5.0	Ru. 4.0	
Rangoon & Akyab	Tuesday	Wednesday	Thursday	Friday	Ru. 51.0	Ru. 4.0	Ru. 5.0	Ru. 4.0	
Rangoon & Chittagong	Sunday	Tuesday	Wednesday	Friday	Ru. 51.0	Ru. 4.0	Ru. 5.0	Ru. 4.0	
Rangoon & Victoria Point	Sunday	Tuesday	Wednesday	Friday	Ru. 51.0	Ru. 4.0	Ru. 5.0	Ru. 4.0	
Rangoon & Mawmaw	Thursdays to Mergui				Ru. 51.0	Ru. 4.0	Ru. 5.0	Ru. 4.0	

All sailings and fares are subject to cancellation or return without previous notice.

**Note.**—In addition to all sailings from Rangoon to ports outside Burma there will be an extra charge of 2 rs on all male adults, this being the Government Terminal Tax.

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### The Burma Railways.

The Rangoon-Prome line was the first railway laid in Burma. This line, 161 miles long, was opened in 1877. The total length of line now open for traffic is about 1,807 miles. The extension from Thazi to Taunggyi, in the South Shan States, is now open for traffic as far as Heho (87 miles from Thazi). A line is also open for traffic from Moulmein to Ye, 89 miles (a portion of proposed connecting link with Siamese State Railways). Surveys have been completed for lines from Bhamo to Tengueh, in the Yunnan province of China, and from Prome to Chittagong to connect with the Assam-Bengal Railway.

Passengers by rail should provide themselves with meal tickets before leaving Rangoon. These are obtainable at the station and at our Office. Meals are supplied at the following rates —

Breakfast, Rs. 2 8 a. Tiffin, Rs. 2 8a. Dinner, Rs. 3

Restaurant cars not being attached to the trains, they wait for passengers to take meals at certain stations

A list of stations at which meals are provided will be found in the Company's time table and guide, which can be obtained at our Office. Price 3 and 8 annas each respectively.

The Railway Company will reserve a whole first-class compartment (4 places) on payment of four full fares, and a second-class compartment (4 places) on payment of four full fares. Passengers when booking with us may reserve the accommodation they require by notifying us.

In order to give travellers an idea of the cost and the time required to see something of Burma, we have prepared the following specimen tours, tickets for which (or any other combination) may be obtained at our Office. It must be borne in mind that rates and timings are subject to alteration, and visitors should, therefore, ascertain from us the latest information before definitely arranging their tours.

### TOURS IN BURMA.

**Climate.**—The best time to visit Burma is during the months of November, December, January, February, and March. The climate during December, January, and February is delightful. During the day it is always warm but not oppressive, and the mornings and evenings are cool and pleasant. The nights are cool, and punkahs are not required.

**Clothing.**—Thin tropical clothes may be worn during the day, but at night flannel or tweed is necessary. When travelling, especially north of Mandalay, an overcoat and rug should be taken. For train travelling, a thick quilt (razai) with a couple of sheets and a pillow will add materially to the comfort of the journey. For night journeys on the railways, it is essential that passengers take bedding with them. We advise tourists and others who do not know exactly what is required in the way of clothing, to defer the purchase of complete outfits until their arrival in Rangoon, where they will be able to buy every necessity. By doing this they will avoid bringing out unnecessary and unsuitable clothing. Sun hats are very necessary.

**Servants.**—Though not absolutely necessary, it will add greatly to the comfort of a tour to take a servant. So far as his actual fare is concerned the extra expense is not heavy. His wages would be about Rs 3-0-0 per day, including food. It is usual to provide servants with some warm clothes or a rug, costing about Rs 10. Travellers should be very careful when engaging servants, as there are many bad characters in Rangoon. We shall be pleased to be of assistance in this respect, but we undertake no responsibility for any servant engaged through us.

Travellers who have only a short time to spend in Burma are recommended to travel by rail up to Mandalay or Katha, and come down the river; but should they have sufficient time to go up the river we would strongly recommend them to do so, as there is generally more room in the upward steamers and the difference in cost and time is inconsiderable. Travellers will find the cargo steamers of the Irrawaddy Flotilla Co. very comfortable, and by travelling on these they will have more opportunities to land and visit places of interest *en route*. These cargo steamers are superseded mail steamers, and their passenger accommodation is excellent. We specially recommend travellers to endeavour to take a trip to the Gokteik Gorge from Mandalay. Two days are required for this trip; the scenery along the line and at the Gorge is most striking.

Our tickets are available for two months (return tickets for six months) and allow break of journey at any station *en route*. They entitle the holder to the following amounts of free luggage, *viz.*: first-class 120 lb, second-class 60 lb. In the event of unforeseen circumstances preventing the

use of tickets over any portion of the route, we can, as a general rule, obtain a refund of the value of the unused tickets, except sometimes in the case of steamer accommodation, which we are subsequently unable to dispose of. Combined tickets, by rail and steamer, can be purchased from us, and full information may be had at the same time regarding connections between railway and steamers. Travellers therefore by consulting us will save themselves a great deal of time and trouble, which they would otherwise spend in buying separate tickets and getting the necessary information for their tours from the different companies concerned. Furthermore, as soon as the itinerary is decided upon, we reserve the necessary accommodation on all the trains and steamers for the entire tour, which is most important.

At the commencement of each season a pamphlet giving further particulars of tours in Burma, together with other useful information, is published by our Rangoon Office, and will be sent free on application to any of our Branch Offices.

Tour No. 9 (see page 122), to the Gokteik Gorge, is one of the most interesting, and can be made very conveniently from Mandalay in two days. The railway is a remarkable one, zigzagging up the sides of almost perpendicular hills, and then winding through a very mountainous country until the Gorge is reached. There is a clean, comfortable bungalow at the Gorge, which the Railway Company place at the disposal of all first and second-class passengers, at a charge of Rs. 2 and R. 1 respectively.

#### SPECIMEN TOURS.

**Tour No. 1 (6 days). Rail to Mandalay, steamer to Prome, rail to Rangoon.**

Dep. Rangoon 12 noon or 5.30 p.m.; arr. Mandalay 6.25 a.m. or 1.0 p.m. Dep. Sunday or Thursday daylight. Arr. Prome Wednesday and Sunday about 5 p.m. Dep. 9.30 p.m., Arr. Rangoon 6.25 a.m.

**Fares:** 1st, Rs. 106-11-0. 2nd, Rs. 53-5-6. 3rd, Rs. 16-7-0

**Tour No. 2 (7 Days) Rail to Prome, steamer to Mandalay, rail to Rangoon.**

Dep. Rangoon 9.30 p.m.; Arr. Prome 6.10 a.m. Dept. Saturday and Wednesday, Arr. Mandalay, Thursday and Monday about noon. Dep. Mandalay 2.0 p.m. or 8.0 p.m.; Arr. Rangoon 8.45 a.m. and 5.58 p.m.

**Fares:** 1st, Rs. 111-11-0 2nd, Rs. 55-13-6. 3rd, Rs. 18-6-0.

**Tour No. 3 (9 Days). Rail to Mandalay, steamer to Rangoon.**

Dep. Rangoon 12 noon or 5.30 p.m., Arr. Mandalay 6.25 a.m. or 1.0 p.m. Dep. Sunday and Thursday, Arr. Rangoon Sunday and Thursday.

**Fares:** 1st, Rs 112-1-0. 2nd, Rs. 56-0-0. 3rd, Rs. 15-7-3.

**Tour No. 4 (11 Days). Steamer to Mandalay, rail to Rangoon.**

Dep. Rangoon Tuesday and Saturday; Arr. Mandalay Thursday and Monday. Dep. 2.0 p.m. or 8.0 a.m., Arr. Rangoon 6.15 a.m. or 5.58 p.m.

**Fares:** 1st, Rs 123-1-0. 2nd, Rs 61-8-6. 3rd, Rs 17-6-3.

**Tour No. 5 (10 Days). Rail to Katha, steamer to Bhamo, and thence to Prome, thence rail to Rangoon.**

Dep. Rangoon 12 noon or 5.30 p.m.; Arr. Mandalay 6.25 a.m. or 1.0 p.m. Dep. 1.40 p.m., Katha Arr. 8.30 a.m. Dep. 9.0 a.m. Bhamo Arr. following morning. Dep. Monday, and Wednesday morning, Mandalay Arr. Wednesday and Saturday. Dep. Sunday and Thursday daylight, Prome Arr. Wednesday and Sunday. Dep. 9.30 p.m., Rangoon Arr. 6.25 a.m.

**Fares:** 1st, Rs 192-9-0. 2nd, Rs 96-4-6. 3rd, Rs 32-0-9.

**Tour No. 6 (12 Days). Rail to Prome, steamer to Bhamo, and thence to Katha, thence rail to Rangoon.**

Rangoon dep. 9.30 p.m., Prome Arr. 6.10 a.m. Dep. Saturday and Wednesday. Mandalay Arr. Thursday and Monday. Dep. Friday and Tuesday, Bhamo Arr. Sunday. Dep. daily about 7.0 a.m.; Arr. Katha same night to connect with train. Dep. 5.40 p.m., Arr. Mandalay 11.30 a.m., Dep. 2.0 p.m. and 8.0 p.m., Arr. Rangoon 8.45 a.m. and 5.58 p.m.

**Fares:** 1st, Rs. 197 9-0. 2nd, Rs 98-12-6. 3rd, Rs 33-15-9.

**Tour No. 7 (14 Days) Rail to Katha, steamer to Bhamo, and thence steamer to Rangoon.**

Dep. Rangoon 12 noon or 5.30 p.m., Arr. Mandalay 6.25 a.m. or 1.0 p.m. Dep. Mandalay 1.40 p.m.; Arr. Katha 8.30 a.m. Dep. 9.0 a.m., Arr. Bhamo following morning. Dep. Monday and Wednesday daylight, Mandalay Arr. Wednesday and Saturday daylight, Rangoon Arr. Sunday and Thursday.

**Fares:** 1st, Rs. 197-15-0. 2nd, Rs. 98-15-6. 3rd, Rs. 31-1-0

**Tour No. 8 (9 Days). Rail to Mandalay, steamer to Bhamo and back, rail to Rangoon.**

Dep. Rangoon 12 noon or 5.30 p.m.; Arr. Mandalay 6.25 a.m. or 1.0 p.m. Dep. Friday or Tuesday; Arr. Bhamo Sunday. Dep. Monday 10.0 a.m. or Wednesday 7.0 a.m.; Mandalay Arr. Wednesday or Saturday. Dep. 2.0 p.m. or 8.0 p.m.; Rangoon Arr. 8.45 a.m. or 5.58 p.m.

**Fares:** 1st, Rs. 172-2-0. 2nd, Rs. 86-1-0. 3rd, Rs. 31-10-0.

**Tour No. 9 (2 Days). Rail from Mandalay to the Gokteik Gorge and back.**

Dep. Mandalay 7.0 a.m. or 1.30 p.m., Arr. Maymyo 11.25 a.m. or 5.50 p.m., Dep. Maymyo following morning 8.0 a.m., Arr. Gokteik Viaduct 10.49 a.m., Dep. 3.17 p.m., Arr. Maymyo 6.34 p.m., Dep. following day 9.30 a.m. or 2.10 p.m., Mandalay Arr. 1.20 p.m. or 6.31 p.m.

**Fares:** 1st, Rs. 11-4-0. 2nd, Rs. 20-10-0. 3rd, Rs. 5-3-0

**Tour No. 10 (10 days from Mandalay). Rail to Monywa, steamer to Pantha and back, rail to Mandalay.**

Leave Mandalay 7.55 a.m., Arr. Monywa 2.26 p.m. Dep. Tuesday and Friday, Pantha Arr. Saturday and Monday. Dep. Sunday and Tuesday, Monywa Arr. Tuesday and Thursday. Dep. 6.5 a.m. or 11.30 p.m., Mandalay Arr. 12.50 p.m. or 6.45 p.m.

**Fares:** 1st, Rs. 103-13-0. 2nd, Rs. 52-11-6. 3rd, Rs. 19-15-0.

**Tour No. 11 (5 days). Rail to Kalaw and back.**

May also be included in any of the above trips.

Dep. Rangoon 5.30 p.m., Arr. Kalaw 3.5 p.m.

Dep. Kalaw 11.30 a.m.; Arr. Rangoon 8.15 a.m.

**Fares:** 1st, Rs. 103-10-0. 2nd, Rs. 54-5-0. 3rd, Rs. 16-10-0.

**Tour No. 12. Steamer from Rangoon to Bassein and back.**

Sailings practically daily each way by fast steamers, 20 hours each way.

**Fares, excluding diet:** 1st, Rs. 36-0-0. 2nd, Rs. 18-0-0. 3rd, Rs. 5-8-0







# CEYLON.

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## COLOMBO.

(For further details see Cook's "Ceylon" pamphlet.  
Information for travellers landing at Colombo )

**Cook's Office**—Grand Oriental Hotel Buildings, York Street

**Hotels**—Bristol, Galle Face, and Grand Oriental.

**Colombo**, the capital of Ceylon, latitude 6° 57' N., longitude 79° 50' E., distant from London 5,868 miles *via* Brindisi, 6,703 miles *via* Gibraltar, 4,996 miles from Marseille, 4,598 miles from Naples, 3,488 miles from Port Said, has a population (1921) of 248,826. It is the great port of call, or central meeting place for passengers to and from the East and Australia. Local time, 5 hrs. 20 mins in advance of Greenwich. Standard time 5 hrs. 30 mins in advance of Greenwich. Visitors should be careful to use topees or umbrellas, and not to expose themselves to the sun, even for a short time, during the middle hours of the day.

**Our Representative**, in uniform, boards every passenger steamer on arrival (except when the steamer is in quarantine, when he awaits passengers at the landing jetty), and is prepared to render assistance in connection with the clearing of baggage through the Customs

**Currency**.—Rupees and Cents —100 cents = R. 1

Comparison of Ceylon and Indian currency.—

Ceylon.	Indian.
Rs. cts.	R. a p.
1 00	1 0 0
0 50	0 8 0
0 25	0 4 0
0 10	0 1 7
Nickel 0 5	0 0 10
Copper 0 1	0 0 2

The value of the rupee, as compared with English drafts, etc., fluctuates constantly according to the rate of exchange on London.

**Ceylon Government Notes, Rs. 5, 10, 50, 100, 1,000.**

Indian Government Currency Notes are subject to a small discount and may be exchanged at our office.

Indian silver coins are current except the two-anna piece.

**Banking and Exchange.**—Payments are made on Letters of Credit, Travellers Cheques issued and cashed, and Foreign Moneys exchanged; Cable Remittances made; Current Accounts opened, and all other Banking transactions undertaken.

**N.B.**—A supply of small change will save both time and money. Boatmen, etc., never have any change, which frequently involves overpaying them.

<b>Motor-Boat Hire.—</b>	6 a.m. to 7 p.m.	7 p.m. to 6 a.m.
Passenger fares to or from any steamer in Colombo Harbour.	cents	cents
	50	75
Trips for private parties can be arranged at an inclusive rate of Rs. 5 per half hour.		

Children under 10 years, half fare; under 2, free.

**Charges for Baggage** (inner harbour), 10, 15, and 25 cents; (outer harbour) 15, 25, and 35 cents, according to size. Chairs and handbags, if with owners, free.

**Coolie Hire from Landing Jetty.—**

	Light pkgs. carried by one Coolie.	Heavy pkgs. requiring more than one Coolie, or a cart to carry them	Parcels.
Jetty to carriage ..	Rs. cts. 0 04	Rs. cts. 0 10	Rs. cts. 0 02
“ to G.O. Hotel ..	0 06	0 12	0 03
“ to any other place in the Fort .. ..	0 12	0 25	0 06

**Letters.**—Passengers should call at our office, where a register of Letters, Telegrams, etc., arriving for travellers, is carefully kept.

**Import Duties.**—All goods brought to Ceylon by passengers are liable to duty, with (at the discretion of the Customs officials) the following exceptions:—

Passengers' wearing apparel, books and maps (printed), bullion, coins, pearl oysters, pearls and precious stones uncut, fruits fresh (not in any way preserved), instruments (scientific, surgical), manuscripts, specimens and objects, illustrations of natural history.

Passengers' baggage is passed by the Custom House officer at the jetty, between the hours of 7.30 a.m. and 3 o p m. Between 8 o p m. and 7.30 a.m. one hand package only for each passenger will be allowed to pass. Other baggage landed with the passenger can remain at the Customs Office for three months in all. After this period it is liable to be sold by auction.

**Shipping and Forwarding.**—Arrangements can be made for forwarding heavy baggage and general merchandise to all parts. Baggage stored

#### Colombo Taxi-cab Fares.—

**Tariff 1.**—Within the Municipal limits, 62 cents per mile.

**Tariff 2.**—Outside the Municipal limits, 75 cents per mile.

**Tariff 3.**—Between 9 p.m. and 6.30 a.m., 50 cents up to and including the first 1,175 yards, and 10 cents for each subsequent 235 yards. Detention is charged at the rate of 1 R 80 cents per hour.

The above charges must be automatically indicated on the taximeter.

**Extras** (a) For a third passenger an additional 50 cents, and for a fourth passenger 25 cents more for the journey, irrespective of distance, (b) If the taxi-cab be discharged outside the Municipal limits, the return journey, to those limits only, must be paid at the rate of 25 cents per mile between 6 a.m. and 9.30 p.m., or 35 cents between 9.30 p.m. and 6 a.m., (c) A charge of 20 cents for each article of luggage other than hand luggage. All extras must be marked on the taximeter by the driver before commencing the journey.

#### Colombo Carriage Hire.—Within the limits of the municipality.—

		Rubber-tyred
Half-hour, or fraction	.. .. ..	50 c. 75 c.
Every 6 hours	.. .. ..	5 Rs 7 Rs 50 c.
Colombo to Mt Lavinia or Kelaniya	7 Rs.	50 c. 10 Rs.

**Colombo Jinrikshas—**

Not exceeding 10 minutes .. .. .	15 c.
" half an-hour .. .. .	35 c.
" 1 hour .. .. .	50 c.
For each subsequent half-hour .. .. .	10 c.

Between 7 p.m. and 6 a.m. 5 cents extra not exceeding half-an-hour hiring, or 10 cents exceeding half-an-hour

From Colombo to Mount Lavinia or Kelaniya, for any 12 consecutive hours between 6 a.m. and midnight, 3 rupees

The Fort includes the space within the following limits : Lotus Pond Road from its junction with Main Street to its junction with Norris Road on the east ; Norris Road from its junction with Lotus Pond Road (past the Fort Railway Station) to its junction with Queen Street on the south ; the sea on the north and west.

The above rates apply only to places within the Colombo municipal limits. For longer drives, such as the Kelani Temple, Mount Lavinia, etc., a special agreement should be made *before starting*. The fare to these places should be about Rs. 8 for the trip there and back for one person, or a full carriage. Particulars can be obtained at our Office.

**Colombo Tramways.**—Visitors desirous of doing the largest amount of sightseeing in the native bazaars and adjoining distinctive places of interest with the greatest comfort and minimum cost should patronize the electric tramcars.

These start from near the Passenger Jetty at the end of York Street, one line leading through the native bazaar to the Grand Pass on the left bank of the Kelaniya River, and the other passing the Colombo Lake, Maradana Station, etc., and continuing to the suburb of Borella.

A cross-line *via* Skinners Road joins these two routes. Cars marked Skinners Road run over the circular route (about 4 miles) without change.

The first-class fares on the tramcars are at the rate of 10 cents per mile.

**Colombo Guides** (Licensed) wear dark blue coats with green facings and badge, and should produce pocket register on demand.

**Fees**—For the first hour or portion thereof, 50 cents. For every additional hour or portion thereof, 25 cents.

*N.B.*—Visitors pestered or annoyed in any way by hawkers, carriage drivers, etc., should, if possible, hand over the men to the police; there is a stringent law on the subject, and the visitor will not be detained to give evidence. Boatmen should be reported to the Master Attendant, whose office is in the Pilot's Tower.

**Postal.**—The letters of passengers travelling under our arrangements may be addressed to any of our Offices in any part of the world; letters for London must be addressed only to care of the Chief Office at Ludgate Circus, E.C. 4, or Piccadilly, W. 1. Instructions as to forwarding such matter to later addressees will be duly attended to, no charge being made for the services entailed beyond postage expenses actually incurred.

#### INLAND POSTAL RATES:—

1 LETTERS.		Rs. Cents	
For a letter not exceeding 1 oz.	..	..	0 6
“ every additional 4 oz. or part thereof	..	..	0 6
“ distinct letters not exceeding 2 oz., per oz	..	..	0 3
2. POST CARDS.			
“ a single post card	..	..	0 3
“ a reply post card	..	..	0 6
3 THREE-CENT OPEN PACKETS.			
“ an open packet not exceeding 2 oz. in weight	..	..	0 3
4 REGISTERED NEWSPAPERS.			
“ a registered newspaper irrespective of weight	..	..	0 3
5. PARCELS.			
For a parcel not exceeding 1 lb	..	..	0 25
“ exceeding 1 lb. but not exceeding 2 lb.	..	..	0 35
“ “ 2 lb.	..	..	0 45
“ “ 3 lb.	..	..	0 55
“ “ 5 lb.	..	..	0 65
“ “ 6 lb.	..	..	0 75
“ “ 7 lb.	..	..	0 85
“ “ 8 lb.	..	..	0 95
“ “ 9 lb.	..	..	1 05

#### INDIAN:—

1. LETTERS.	
For a letter not exceeding 4 oz.	.. .. .. .. 0 6
“ every additional 4 oz. or part thereof	.. .. .. .. 0 6
2. POST CARDS.	
“ a single post card	.. .. .. .. 0 3
“ a reply post card	.. .. .. .. 0 6

3. THREE-CENT OPEN PACKETS	Rs. Cents.
For an open packet not exceeding 2 oz. in weight .. ..	0 3

4. REGISTERED NEWSPAPERS.

Registered newspapers each, irrespective of weight .. . 0 3

## 5. PARCELS.

For a parcel not exceeding 1 lb	..	.	.	..	0	25
" each extra lb. up to 11 lb.	..	.	.	..	0	15
" over 11 lb. and under 12 lb.	..	.	.	..	2	0
" each extra lb. up to 20 lb.	..	.	.	..	0	25

FOREIGN—to all parts of the world:—

Letters per oz.	..	..	..	..	..	0	20
Each additional 1 oz or part thereof	..	..	..	..	..	0	10
(Except to Great Britain and British Colonies, the fee for a letter in such cases being 12 cents per oz.)							
Post card	..	..	..	..	..	0	12
Newspapers, book packets, papers, each 2 oz.	..	..	..	..	..	0	1

Telegrams—INLAND :—

First 10 words	..	..	..	..	..	0	40
Each additional 2 words or less	..	..	..	..	..	0	5
Address charged for.							
To any part of India or Burma, first 12 words	..	..	..	..	1	0	
Each additional word	..	..	..	..	0	10	

FOREIGN (address charged for)—Europe (except Turkey and Russia), per word, R. 1.35

Post Office in Queen Street; Telegraph Office in Lower Chatham Street; each 5 minutes' walk from the landing jetty.

**Telephone.**—Our Office in York Street is in direct telephonic communication with the principal hotels, etc. The Telephone is open from 7.30 a.m. to 6.0 p.m. daily, except Christmas Day and Good Friday.

"Inclusive Independent Travel," see p. 67.

## SHORT EXCURSIONS FROM COLOMBO.

**Kandy.**—Visitors having a full day at their disposal should not fail to avail themselves of Cook's Excursion to **Kandy**,  $7\frac{1}{2}$  miles by rail, through some of the finest scenery in the world.

The Combined Tickets, which effect a great saving of time, can only be purchased at our Office (not less than 4 tickets), and should be obtained immediately on arrival.

The cost of the trip, including rail fare, breakfast and lunch in the refreshment car attached to the train, and carriage hire in Kandy, is as follows.—

		1st Class.	2nd Class.
Adult .. .. .. ..	..	Rs. 27 50	Rs. 21.50
Child (under 12 years) .. .. ..	..	Rs. 19.50	Rs. 16 50

*N.B.*—Neither the Steamer Companies nor Thos. Cook and Son, Ltd., hold themselves responsible for delays of any kind arising from any cause whatsoever, but tickets will not be issued for the journey unless the time appointed for the ship's stay in port admits of its being undertaken safely under ordinary circumstances

Train leaves Colombo 7.25 a.m., and arrives at Kandy at 11.0 a.m. Motor-cars meet tourists there, taking them round the Government Botanical Gardens, to the Temple of the Tooth, the Lake, etc.

In returning, the train leaves New Peradeniya at 1.50 p.m., due in Colombo at 5.35 p.m. An hour will suffice to put passengers on board ship in the harbour.

Special Combined Tickets for 2-day trips, including Hotel accommodation at Kandy, can be obtained at our Office in Colombo.

Steamship Tickets by all lines to all ports. Details on application to our Office.

Guide Books, etc., on sale at our Colombo Office; Murray's India, Burma and Ceylon; Cave's Ceylon; Willis's Ceylon; Still's Ancient Capitals of Ceylon; How to see Ceylon (Woollf); The Real Ceylon (Brooke Elliott); Marlborough's Tamil Self-Taught; South Indian Railway Guide (Illustrated); Guide to Rameswaram, Madura, Trichinopoly, Tanjore, The Seven Pagodas

### Steamer Sailings.

For London.—P. & O. S. N. Co. (fortnightly), *City Line* (about fortnightly).

For Marseille.—P. & O. S. N. Co. (fortnightly), *Messageries Maritimes* (fortnightly).

For *Marseille* (or *Genoa*) and *London*—*P. & O. S. N. Co.* (fortnightly), *B. I. S. N. Co.* (fortnightly), *Nippon Yusen Kaisha* (twice monthly).

For *Marseille*, *London*, and *Liverpool*.—*Bibby Line* (fortnightly).

For *Marseille* and (or) *Southampton*—*Nederland S. N.* and *Rotterdam Lloyd S. N. Co.*'s steamers (fortnightly or weekly).

For *Naples*, *Plymouth*, and *London*.—*Orient Line* (monthly).

For *Bombay*—*P. & O. S. N. Co.* (fortnightly) *B. I. S. N. Co.* (fortnightly), *Messageries Maritimes* (monthly), *Lloyd Triestino* (monthly).

For *Calcutta*.—*P. & O. S. N. Co.* (fortnightly), *B. I. S. N. Co.* (fortnightly), *Messageries Maritimes* (monthly), *City* (about fortnightly).

For *Madras*.—*B. I. S. N. Co.* (fortnightly).

For *Rangoon*.—*P. & O. S. N. Co.* (fortnightly, *via* *Calcutta*), *Bibby Line* (fortnightly).

For *Hongkong*.—*P. & O. S. N. Co.* (fortnightly), *Messageries Maritimes* (fortnightly).

For *Shanghai*.—*P. & O. S. N. Co.* (fortnightly), *Messageries Maritimes* (fortnightly).

For *Yokohama*.—*P. & O. S. N. Co.* (fortnightly).

For *Australia*.—*P. & O. S. N. Co.*, *Orient Line*.

Passages secured and through bookings effected by every direct line of steamers to Europe, also *via* China, Japan, Australia, South Africa, Canada, United States, etc., and Railway Tickets issued in connection. Through bookings to all parts.

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The best time for visiting Ceylon, to make sure of fine weather in Colombo as well as for travelling in the interior, is from February to May inclusive, but the climate is often enjoyable in August, September, December, and January.

“Inclusive Independent Travel,” see p. 67.

The island of Ceylon has been likened to a pear suspended from Southern India by its stalk. It is indeed only a short distance from the continent, but although the nearest Indian port to Colombo (at which point the island is usually entered) is Tuticorin, the most convenient route is *via* Dhanushkodi (see p. 136). Its area is about 25,000 square miles, total population (1921) about four and a half millions.

For steamship connections between Ceylon, India, etc., see p. 136; for list of Hotels, see pp. 137-138.

The principal exports are tea, coffee, cinnamon, cocoa, and rubber, and the principal port, Colombo, is most conveniently situated for passengers who may decide to break a sea voyage for the change a fortnight's stay on shore affords, for the purpose of paying visits to the numerous points of interest in Ceylon or to cross to India and Burma by the various available routes.

Travelling in the island is comparatively easy; a railway traverses its entire length and the roads are excellent.

### Motor Touring in Ceylon.

Motor cars of various types and sizes are now available for touring through the island. Most enjoyable excursions can be arranged to the interesting Buried Cities, Rock Temples, etc., as well as through parts of the island where the most beautiful scenery has hitherto been inaccessible, except with discomfort, to the travelling public.

**Short Motor Trips from Colombo, in a car holding four passengers.**

To Mount Lavinia and back (2 hours) .. 30 rupees.  
(If extra detention, 10 r. per hour or part.)

To Negombo and back (5 hours) .. .. 60 rupees.

To Ratnapura and back .. .. .. 110 rupees.

Other rates on application at our Office.

### How to Spend One Week in Ceylon.

1st Day.—Leave Colombo (Fort Station) 7.25 a.m. or 2.0 p.m., arrive Kandy 11.10 a.m. or 6.0 p.m. Breakfast or luncheon can be obtained in the refreshment car. (For full description of Kandy and Nuwara Eliya, see Railway Illustrated Guide, R 1.50) Hotels—Queen's, and Suisse.

2nd Day.—In Kandy. Visit the Botanical Gardens at Peradeniya, Lady Horton's Walk, Temple of the Tooth, Lake, etc.

3rd Day.—Leave Kandy 10.25 a.m., passing Hatton Station at 2.10 p.m., arrive Nuwara Eliya 5.11 p.m. Luncheon can be obtained in the refreshment car. Hotels—Carlton, Grand, Maryhill, and St. Andrew's.

4th Day—In Nuwara Eliya Drive to Hakgala Gardens, round the Lake, ascend Pidurutalagala (the highest point in the island, 8,296 feet).

5th Day.—Leave Nuwara Eliya 9.20 a.m., arrive Kandy 3.45 p.m. Breakfast or luncheon can be obtained in the refreshment car, after leaving Nanuoya Junction 10.46 a.m.

6th Day.—Leave Kandy 7.5 a.m. or 1.50 p.m., arrive Colombo 10.45 a.m. or 5.35 p.m. Breakfast or luncheon can be obtained in the refreshment car.

7th Day.—In Colombo.

*Fare*—1st Class Railway Round Trip, and inclusive of four meals in the refreshment car, as above, Rs. 46.18.

The time occupied can be altered to suit clients' convenience.

The cost, as shown above, excludes hotel accommodation, which is usually charged for at tariff rates, unless previous arrangement is made for a stay of three or more days in the same hotel.

### Adam's Peak.

7,352 feet in height, distant 20 miles from Hatton.

Visitors having one or more days at their disposal than shown as required in the specimen itineraries, will

find a visit to this celebrated mountain a very enjoyable one.

The railway journey may be broken at Hatton Station without extra charge. The great feature of Adam's Peak is the shadow thrown by the mountain at daylight, and to see this the ascent is made just before sunrise.

(Trains leave Colombo 7.25 a.m., and Kandy 10.25 a.m. Arrive Hatton 2.0 p.m.)

The manager of Adam's Peak Hotel, Hatton, can arrange for a motor-car as far as Dalhousie Tea Estate (17 miles in each direction) at a cost of Rs. 10 (the motor-car holds up to five passengers and the same charge is made for one or up to five persons).—Coolies as guides can be engaged at the hotel at Rs. 5 each to go to the top of the Peak with lanterns, etc. The actual walking distance from the end of the road to the top of the Peak is 5½ miles. A chair can be hired for about 2 miles of this, if desired, at a cost of Rs. 10.

It is advisable to take up a change of clothes or rug, as it may be very cold on the Peak at night, though warm at the foot in the daytime. Estimated time from Hotel back to Hotel 2½ hours.

#### Anuradhapura and Mihintale.

Buried Cities in the Northern Central Province. The Northern Railway now enables visitors to reach these interesting cities quickly and comfortably, and the following tour shows a visit to these cities after visiting the Hill country.

#### How to Spend Ten Days in Ceylon.

1st Day.—In Colombo.

2nd Day.—Leave Colombo 7.25 a.m., due Kandy 11.10 a.m.; or leave Colombo 2.0 p.m., due Kandy 6.0 p.m.

3rd Day.—In Kandy.

4th Day.—Leave Kandy 10.25 a.m., arrive Nuwara Eliya 5.11 p.m.

5th Day.—In Nuwara Eliya.

6th Day.—Leave Nuwara Eliya 9.20 a.m., arrive Kandy 3.45 p.m.

7th Day.—Leave Kandy 7.5 a.m., arrive Anuradhapura 1.10 p.m. Hotel—Anuradhapura Hotel.

8th Day.—In Anuradhapura.

9th Day.—Leave Anuradhapura 7.15 a.m., arrive Colombo (Maradana Station) 2.28 p.m.

10th Day.—In Colombo.

### Dambulla and Sigiriya.

The fine Rock Temples at Dambulla and the Rock Fortress of Sigiriya should certainly not be omitted by those clients having time at their disposal, and particular attention is directed to the following itinerary, which includes visits to these points as well as to the Buried Cities.

### Between Anuradhapura and Trincomalee.

Government Cars run in connection with the Ceylon Government Railway. Places may be booked for these in either direction on application to our Office in Colombo. Fare, Rs 20 each way.

### How to Spend a Fortnight in Ceylon.

1st Day.—Arrive at Colombo—any available time may be spent in driving to the Museum in the Cinnamon Gardens, Kelani Temple, Mount Lavinia, Galle Face, etc

2nd Day.—Leave Colombo 7.25 a.m., arrive Nuwara Eliya 5.11 p.m. Hotels—Carlton, Grand, Maryhill, and St. Andrew's.

3rd Day.—In Nuwara Eliya Drive to Hakgala Gardens, round the Lake, ascend Pidurutalagala (the highest point in the island, 8,296 feet).

4th Day.—Leave Nuwara Eliya 9.20 a.m., arrive Kandy 3.45 p.m. Hotels—Queen's, and Suisse

The afternoon may be pleasantly spent in visiting the famous Botanical Gardens at Peradeniya.

5th Day.—In Kandy, Lady Horton's Walk, The Temple of the Tooth, round the Lake, etc.

6th Day.—In Kandy.

7th Day.—Motor Car *via* Matale, visiting the Aluvihare Temple there, arriving Dambulla Rest House, visiting Rock Temples.

8th Day—Motor Car to Sigiriya Rock early, and return to Dambulla; continue by motor car to Anuradhapura. Hotel—Anuradhapura Hotel

9th and 10th Days—At Anuradhapura.

11th Day—Leave Anuradhapura by rail at 7.15 a.m., arriving Colombo (Maradana) 2.20 p.m.

12th, 13th and 14th Days—In Colombo.

This trip can also be made *vice versa*, and instead of only a fortnight it can be extended by us by special arrangement for as long a period as required.

The Rest Houses are maintained by Government at intervals of about 14 miles on all the principal roads, and travellers will find these extremely convenient and in the majority of cases very comfortable.

### Colombo to Galle. (*Pointe de Galle*)

Formerly the principal port of call of Ceylon An old and interesting city and well worth a visit

Distant by Sea Coast Railway Line 72 miles from Colombo

### Train Service (Week Days)

		A.M.	P.M.	P.M.
Leave Colombo Fort Station	..	7 28	12 34	7.37
" Slave Island	..	7 36	12 40	7.44
Arrive Galle ..	.. ..	11 15	4 25	10 58
			A.M.	
Leave Galle ..	..	5 35	8 10	5 35
Arrive Colombo, Slave Island	..	9 9	11 2	8.25
" " Fort Station	..	9 12	11.8	8 30

*Fare*—1st class, return, Rs. 15.15. 2nd class, return, Rs. 9 47.

Hotel at Galle—New Oriental.

### Bandarawella.

Hotel.—Bandarawella Grand Hotel.

A health resort (4,036 ft. above sea-level; 63 30 mean rainfall) on the main line of the Ceylon Government Railway. The Naval and Military Camp at Diyatalawa is about 4 miles from Bandarawella.

The scenery differs greatly from that in the western part of Ceylon and is well worth seeing. The roads are excellent for motoring.

### Rameswaram.

The famous Temple on the island of Rameswaram can be easily visited from Colombo, the Station on the South Indian Railway being quite close to the Temple. An alternative route is afforded by the steamers of the Ceylon Steamship Company on their voyages round the Island of Ceylon, or by the same Company's steamers on their trips from Colombo to Southern Indian Ports *via* Pamban.

### Connection between Ceylon and India.

India can be most conveniently visited from Colombo by the Rail and Ferry Service described below, or by the alternative B. I. S. N. Company's steamer to Tuticorin, thence rail. Travellers from India can also easily reach Colombo, whence there are steamer lines to all parts of the world.

By writing beforehand to our Office in Colombo, full information can be obtained and passages secured for any Line.

The Ceylon Government Railway extension has now been completed from Madawachi Junction to Talaimannar (the terminus on the Island of Mannar), and corridor trains run daily from and to Colombo. From Talaimannar to Dhanushkodi (the terminus of the South Indian Railway) a distance of 22 miles, ferry steamers (the property of the South Indian Railway) make the sea journey twice daily in each direction in about 1½ hours. The South Indian Railway branch on the Island of Rameswaram is joined to their Indian line by a viaduct and roller bridge over the Pamban Channel. A corridor runs daily from Dhanushkodi to Madras and *vice versa*. Through carriages are provided between Dhanushkodi and Erode and *vice versa*.

Visitors travelling from Colombo to Calcutta by the overland route can conveniently visit some of the historical places in Southern India, e.g., Madura, considered by many second only in interest to Benares (see p. 95); Trichi-

nopoly, famous in connection with the war between the French and English, 1749 to 1763, and the centre of Clive's and Dupleix's operations (see p. 96); and Tanjore, with its world-famed Temple (see p. 66). Or, by leaving the direct route, Seringapatam, with its wonderful Fort, from which, in 1791, Tippoo repelled the attack of Lord Cornwallis (see p. 95); Mahavalipur (the Seven Pagodas), to archaeologists one of the most important spots in Southern India; Ootacamund, a hill station in the Nilgiri Hills, 7,228 feet above sea level (see p. 95); and Bangalore, also a hill station, 3,113 feet above sea level (see p. 95).

Through fares from Colombo to Madras:—First Class, Rs. 91.00, Second Class, Rs. 46 75; Native Servant, Rs. 16 75. Tickets available for two months can be obtained at our office.

By the East Coast Route, Calcutta is only 36 hours railway journey from Madras.

Indian Railway tickets can be obtained at our Colombo office, available for two months and allowing breaks of journey for all points of interest *en route*.

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**LIST OF HOTELS IN INDIA, BURMA AND CEYLON**  
at which accommodation can be reserved through any  
Office of Thos. Cook & Son, Ltd., or of Thos. Cook & Son.

*Notes.—For latest list and for exceptional Hotel arrangements see current No. of "The Oriental Traveller's Gazette."*

INDIA.		Benares —	Clark's Hotel. Hotel de Paris.	
Agra.—	Hotel Cecil	Bombay.—	Apollo Hotel.	
	Laurie's Great Northern Hotel.		Carlton Hotel.	
	Hotel Metropole.		Grand Hotel.	
Ahmadabad.—Grand Hotel.		Calcutta.—	Hotel Majestic.	
Allahabad.—Central Hotel.			Taj Mahal Hotel.	
Allahabad.—Grand Hotel.			Watson's Hotel.	
Bangalore.—Cubbon Hotel.			Hotel Continental.	
Bangalore.—West End Hotel.			Grand Hotel.	
			Great Eastern Hotel	
			Spence's Hotel.	

<i>Calcutta</i> .—Civil and Military Hotel.	<i>Peshawar</i> .—Dean's Hotel.
<i>Coonor</i> .—Glenview.	<i>Connaught House Hotel</i> .
<i>Darjeeling</i> .—	<i>Poona</i> — <i>Connaught House Hotel</i> .
	<i>Napier Hotel</i> .
	<i>Poona Hotel</i> .
	<i>Puri</i> .—B. N. Railway Hotel.
	<i>Rajpore</i> .—Carlton Hotel.
	<i>Rawal Pindi</i> .—Flashman's Hotel.
	<i>Secunderabad</i> .—Montgomery's Hotel.
	<i>Shivapuri</i> .—Shivapuri Hotel.
	<i>Simla</i> — <i>Carlton</i> .
	<i>Cecil Hotel</i> .
	<i>Grand Hotel</i> .
	<i>Srinagar (Kashmir)</i> .—Nedou's Hotel.
	<i>Udaipur</i> .—Udaipur Hotel.
<hr/>	
<b>BURMA.</b>	
	<i>Kalaw</i> .—Kalaw Hotel.
	<i>Mandalay</i> .—Gambles Hotel.
	<i>Rangoon</i> — <i>Allandale</i> .
	<i>Minto Mansions</i> .
	<i>Royal Hotel</i> .
	<i>Strand</i> .
<hr/>	
<b>CEYLON.</b>	
	<i>Anuradhapura</i> .—Anuradhapura Hotel.
	<i>Bandarawella</i> — <i>Bandarawella Grand Hotel</i> .
	<i>Bristol Hotel</i> .
	<i>Colombo</i> — <i>Galle Face Hotel</i> .
	<i>Grand Oriental Hotel</i> .
	<i>Galle</i> .—New Oriental Hotel.
	<i>Hatton</i> .—Adam's Peak Hotel.
	<i>Kandy</i> — <i>Queen's Hotel</i> .
	<i>Hotel Suisse</i> .
	<i>Nuwara</i> — <i>Carlton Hotel</i> .
	<i>Grand Hotel</i> .
	<i>Maryhill Hotel</i> .
	<i>St. Andrew's Hotel</i> .

## PART II.

# INFORMATION FOR TRAVELLERS From INDIA, Etc.

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THE following information will be found useful for passengers, either tourists or residents, leaving India either for Europe, Australasia, China, Japan, United States, or Canada.

### BANKING DEPARTMENT.

In our Banking Department we issue Travellers Cheques, and Letters of Credit payable at any of our own Offices, and by our correspondents throughout the world. We supply English money at favourable rates, issue Drafts on our various Offices, and make Telegraphic remittances between our principal Offices. We open Current Accounts on the usual terms for officers and others at our Head Office, Ludgate Circus, London, E.C., at our Bombay, Calcutta, Delhi, Colombo, and Rangoon Offices, and at our Paris and Brussels Agencies.

### PASSAGE DEPARTMENT.

Passages secured and berths selected by mail and other lines of steamers to any part of the world. For this we make no agency charge, and passengers travelling under our arrangements have facilities for breaking the journey at different places of interest *en route*, and receive the assistance of our agents and interpreters in the principal cities or ports visited.

A deposit of *half* the passage money should be sent by first post after decision, as no berths are actually considered as secured until receipt of deposit money. Berths provisionally reserved, subject to reply by telegram.

Berths are allotted in the different steamers in the order of application ; intending passengers are therefore recommended to telegraph us their instructions at the earliest possible moment, so that we may secure the best available accommodation, and register names for places in the sleeping car between Marseille and Calais if required.

**Forward Bookings and Grouping of Passengers in the Second Saloon Cabins of the P. & O. Company.**—Since the great improvements in the second saloons of the P. & O. Co.'s steamers, we keep a register of forward bookings, and berth together officers and gentlemen of the different services in specially selected cabins.

**Cheap Passages.**—In addition to booking for the P. & O., Orient, Messageries Maritimes, British India, Anchor, Bibby, City, Henderson, Lloyd Triestino, Marittima Italiana, and the steamers of other regular lines, we arrange for passages by the better class of "outside steamers" to the principal continental and home ports, at varying rates. Such steamers, however, only leave occasionally.

**Special Notice to Passengers from Sind, the Punjab, etc.**—Passengers booking by P. & O., Messageries Maritimes and Anchor Line steamers from Bombay, are supplied with a free ticket by B. I. Co.'s steamer between Karachi and Bombay.

Advance application should be made for these tickets, which will be sent on receipt of deposit of half passage money, as under no circumstances can any refund be made to passengers who have paid their own Steamer fare to Bombay.

Passengers from Europe for Karachi, who are entitled to free transportation from Bombay, are particularly requested to see that they are furnished with the necessary tickets (either single or return, as may be required) *before leaving*, as they cannot afterwards be had in Bombay.

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#### SHIPPING AND FORWARDING DEPARTMENT.

We arrange for the collection and shipment of baggage, and forward upon application information on this subject, for the guidance of intending passengers by any line of steamers.

All packages should have the passenger's name and port of destination plainly marked *in paint*.

Packages containing ammunition, liquors, or goods of a dangerous or damaging nature, must not be shipped as personal baggage; and gun cases must be accompanied by a declaration that they contain no explosives.

Passengers by P. & O. steamers are allowed the following quantities of baggage free of charge:—

1st Class, 3 cwt.    2nd class, 1½ cwt    Children, half quantity

Excess is charged at the rate of 10s. per cwt., which is collected by the Purser during the voyage.

Heavy goods, and packages not suitable for conveyance as baggage, should be sent to us for shipment as cargo.

Passengers forwarding baggage to us to be shipped either as "unaccompanied baggage" or as cargo, should send us, with the railway receipt, a description of contents and value.

**Baggage (Homeward)**—All passenger steamers are met on arrival at Marseille, and in England, and our representative will be in attendance for the purpose of receiving instructions for the clearance and forwarding of baggage. Keys of all locked packages are required for the Customs examination, and should be handed to our representative.

Declaration Forms (which should be obtained from our Indian Offices before sailing) should be filled up in readiness to hand to our representative on landing, particular mention being made of any articles liable to duty. (For list of Duties, see p. 155.)

**Freight (Homeward)**.—Packages received at any of our Foreign Offices for shipment as Freight to England, where they will be cleared, forwarded, or warehoused. When such packages are shipped by passengers, the Bill of Lading, duly endorsed, should be sent with instructions as to clearance and disposal.

**Warehousing**.—Baggage and Cargo may be stored in any of our Warehouses in India, for any period, at moderate rates.

In London, our Warehouses (Langley Street, Long Acre, W.C.2 and 70-77, Cowcross Street, E.C. 1.) have been

specially built and fitted up for the storage of baggage, furniture, and household effects. Facilities afforded for opening and inspecting goods. Waiting rooms, etc.

Unless insured, all baggage is at passenger's sole risk

**Insurance** effected as Agents on Baggage and Freight shipped by us, at moderate rates, from residence in India to ultimate destination, covering loss and partial loss by fire, theft, or damage

We are also in a position to insure Travellers' Baggage by another system, by which the Baggage is covered whilst travelling by sea or on land, staying in hotels, etc., against loss, including theft and pilfering, fire, and damage by sea-water.

The Insurance is effected for a given time, and holds good during any journey, covering the baggage whilst on the railway, in hotels, and, in fact, in any place in which it may be during the journey. Partial loss of baggage is covered by the Insurance

**Landing of Dogs in Great Britain.**—Before a dog can be landed at any port in Great Britain—even if only for transfer and immediate re-shipment from another Port—a Licence must be obtained from the Board of Agriculture, London, sanctioning this. If it is intended that the dog should remain in the country, the animal will have to undergo 6 months' quarantine on veterinary premises approved of by the Board of Agriculture for the detention of dogs in quarantine. The principal Quarantine Stations are:—

SUBURBS OF LONDON	The Dogs' Home, Hackbridge, Surrey.
	Spratt's Quarantine Kennels, Beddington Lane, Mitcham.
SOUTHAMPTON	The Charlton Kennels, Shooter's Hill, Woolwich.
	Mr. John Facer, M.R.C.V.S., Bitterne, Manor Farm, Bitterne, Southampton.

If any one of these is nominated on applying for a Licence, this document will doubtless be granted without delay. (No charge is made by the Board of Agriculture for the issue of a Licence.)

When applying for permission to land a dog in Great Britain for quarantine in this country, the following particulars should be furnished by the owner to the SECRETARY OF THE BOARD OF AGRICULTURE, 4, WHITE-HALL PLACE, LONDON, S W —

- 1 Description, in full, of the dog, stating the breed, the sex, the age, the colour and distinctive marks
- 2 Name and permanent address in the United Kingdom of the owner of the dog
- 3 Approximate date of landing
- 4 Port of landing
- 5 Name of Carrying Agents proposed by the owner to superintend the movement of the dog from the port of landing to the place of detention (*i.e.*, Thos Cook & Son, Ltd.)
- 6 Full address of the premises in the occupation or under the control of a Veterinary Surgeon on which the owner proposes that the dog shall be detained and isolated, as required by the order (see above)
7. Name and full address of the person to whom the Licence, if granted, is to be sent.

If these particulars are fully and correctly furnished when first communicating with the Board of Agriculture, time will be saved and the filling up of a form of application dispensed with.

NOTE.—The landing Licence must accompany the dog on its journey to the United Kingdom from abroad.

Before being landed in England dogs must be confined in suitable hamper, crates, or other receptacles, and not removed from same until arrival at the veterinary premises in accordance with the conditions of the Licence. A separate receptacle for each dog is essential.

Notice must be sent to Thos. Cook & Son, Ltd., Shipping and Forwarding Department, 70-77, Cowcross Street, London, E C 1, at least two clear days before the arrival of the dog at the Port of Entry into this country, giving full particulars as to the port, date, and time of arrival of the steamer bringing the dog, so that the necessary arrangements can be made for meeting and conveying the animal to the veterinary premises.

**AGENCY DEPARTMENT.**

Members of the Indian Services proceeding to Europe are invited to apply to us for any information or assistance they may need; also for documents necessary for drawing pay, reporting arrival, etc. Forms for reporting arrival can be obtained from our Agencies at Port Said, Marseille, Naples, Malta, Southampton, and London. Commissions undertaken to purchase any articles required, and to forward them from or to England.

Forms for clearing baggage, on arrival in England, will be furnished in Bombay, Calcutta, Rangoon, Colombo, or Port Said.

Telegrams and letters addressed to the care of our Agent at Port Said will be delivered to passengers on board.

Passports obtained—also *visas*—without personal application, for intending travellers on the Continent.

Particulars of steamship accommodation required for Europe, China, Australia, etc., only need be sent by wire, and information as to kind of tickets, etc., may follow by post.

Deposit of half passage money must be made by first post, as no berths are considered actually secured until deposit has been received. Particular attention is requested to this arrangement, as berths cannot be retained after a sufficient time has elapsed to enable the remittance to reach us.

We make no charge whatever for securing berths in steamers, sleeping cars, etc.



## INDIA TO ENGLAND, FROM BOMBAY DIRECT.

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PENINSULAR AND ORIENTAL S.N. COMPANY.

### Departures to London Weekly.

**Embarkation.**—The Company's steamers lie alongside the Mole (Ballard Pier Station), and medical inspection takes place there at 10.30 a.m. on the day of sailing (Saturdays).

**Baggage.**—First-class passengers by steamer are allowed 336 lb. of *Personal* baggage free; Second-class passengers and passengers' servants, 168 lb. each. Children over three and under twelve years, half these weights.

The charge for conveyance of extra baggage is at the rate of 10s. per cwt. between any two ports.

The Bombay Port Trust now charge 1 rupee per package on all baggage, whether hand packages or not.

All heavy baggage should be ready for shipment at the Mole (Ballard Pier Station) before 3.0 p.m. on Friday, and cabin baggage at the same place by 8.0 a.m. on Saturday. Hand packages can be carried on board.

Passengers embarking at Bombay may ship their heavy baggage at Calcutta or Colombo should they find any convenience in so doing; and if proceeding *via* Marseille, can forward any of their packages in the steamer to London without extra charge, if within the free allowance. The portmanteaux for Cabin use should not exceed 3 feet in length, 1 foot 9 inches in width, and 1 foot 3 inches in depth. *For further particulars respecting collection, shipment, and insurance of baggage, see pp. 140-142.*

## RETURN JOURNEY.

Peninsular and Oriental R.N. Co., from Bombay—  
ROUTES.

	Native Servant.	Single Return					
		1-m <sup>th</sup> 1 <sup>st</sup>	2 <sup>nd</sup> Class	2 <sup>nd</sup> Class	2 <sup>nd</sup> Class	2 <sup>nd</sup> Class	2 <sup>nd</sup> Class
		2 Years	2 Years	2 Years	2 Years	2 Years	2 Years
1. To London by Sea	..	..	..	..	..	17 <sup>7</sup> 0	10 <sup>5</sup> 0
2. To London <i>via</i> Marseille, Paris, Calais and Dover or B.M. <sup>th</sup> in and Folkestone	..	..	..	..	..	110 0 122 0	11 <sup>3</sup> 0 9 <sup>5</sup> 0
3. To London <i>via</i> Marseille, including Rail and Sleeping Car in both directions	..	..	..	..	..	137 0 140 0 122 0	112 0 112 0 10 <sup>4</sup> 0
4. To London by Sea, returning from Marseille or vice versa not including Rail	..	..	..	..	..	133 0 130 0 133 0 115 0	101 10 101 10 91 10 ..
5. To Marseille, Malta, or Gibraltar	..	..	..	..	..	143 0 143 0 108 0	98 0 98 0 88 0
6. To Paris <i>via</i> Marseille, Lyons, and Dijon	..	..	..	..	..	150 0 133 0 115 0	105 0 105 0 95 0

A nurse, or maid-servant, occupying a berth in a 1st Saloon Cabin with her employer, and taking meals in 2nd Class, is charged £5 in addition to the 2nd Saloon A rate fare, for such accommodation.

Free tickets are issued from Karachi to Bombay in conjunction with all over (see page 140).

## P &amp; O. LINE (continued).

The period of these Return Tickets dates from the day of departure from, to that of arrival at, **Bombay**.

Combined tickets, including Continental Railway fares, cannot be issued to **CHILDREN**, except at full rates, but two children under 7 years of age will be allowed to travel on one ticket for the homeward journey only.

## RATES OF PASSENGER MONEY FROM BOMBAY.

SINGLE TICKETS	London, with option lauding at Plymouth	London, via Marsella, including rail	London, via Marsella, including rail and ch. pins car	Marsella	Gibraltar	Adm.	Colombia	Calcutta.
First Saloon	£ 90 80 70	£ 79 79 69	£ 95 10 85 10 75 10	£ 86 72 62	£ 86 76 66	24	£ 10 7	£ 14 10
Second Saloon	60	63	69 10	58	58	18		
Native Servants	51 21	57	69 10 (D. ch.) 63 10 rail	50 52 19	16	5	3	5

Rates subject to alteration.

Children, 3 years and under 12 years, if accompanied by their parents, half fare, for sea journey only.

One infant under three years of age (if with the parent) free, but no berth provided. If more than one, the other infants will be charged a quarter fare each.

Reserved accommodation, except in the busy homeward season (Feb-May), can be obtained by payment of half fare for each unoccupied berth in the cabin.

P. & O LINE (*continued*).FARES FROM BOMBAY TO COLOMBO, AUSTRALIA,  
STRAITS, CHINA, AND JAPAN.

Subject to alteration without notice

To	SINGLE			RETURN			Available for
	1st Class.	2nd Class.	Native Servant	1st Class.	2nd Class.	Native Servant	
Colombo	10	7	3	17	12	5	6 mos
Fremantle	52	24	...	91	49	...	2 years
Adelaide	54	30	...	95	53	...	2 years
Melbourne	56	32	...	98	56	...	2 years
Sydney	58	34	...	101	60	...	2 years
Penang	26	14	6	46	25	11	2 years
Singapore	26	16	6	46	23	11	2 years
Hongkong	40	22	8	70	39	14	2 years
Shanghai	46	26	9	80	46	16	2 years
Yokohama	50	28	10	88	49	18	2 years

## ANCHOR LINE.

Fortnightly sailings Bombay to Liverpool; also Calcutta to London, calling at Egypt, Marseille, and Gibraltar.

Single Journey. Return.

FARES FROM		European	Native		
BOMBAY AND KARACHI.		1st Cl.	Servants.	Servants.	1st Class.
To Marseilles	..	£56	£44	£18	£101
To Liverpool	..	£60	£47	£20	£105

Subject to alteration without notice.

## ELLERMAN'S CITY AND HALL LINES.

Regular sailings from Bombay, also from Calcutta to London and Liverpool *via* Egypt, calling occasionally at Genoa or Marseille.

FARES FROM BOMBAY OR KARACHI		First Saloon	Second Saloon.
		A & B Class.	A & B Class.
		Single.	Return.
To Marseille	..	56	58
	..	60	105
To Liverpool		60	105
		64	112

Subject to alteration without notice.

Fares to European destinations from Marseille or Genoa will be quoted and tickets issued on application at our Offices.

## BRITISH INDIA S.N. COMPANY.

Sailings from Bombay to Karachi and Basra; train to Baghdad; Overland Desert Mail to Beirut or Haifa; Messageries Maritimes steamer to Marseille; Calais and London (see also p. 35). Fares 1st class, £95 4s.; 2nd class £72 13s. Subject to alteration without notice.

## LLOYD TRIESTINO AND MARETTIMA ITALIANA LINES.

The above lines maintain a joint service. Steamers leave Bombay on the 1st of each month for Brindisi, Venice and Trieste, and on the 15th of each month for Naples and Genoa.

## FARES FROM BOMBAY OR KARACHI TO—

	Ticket "A" during Season.			Ticket "B" during Season on One Way Only.			Ticket "C" Out-Sea Jason		
	First Class.		Second Class.	First Class.		Second Class.	First Class.		Second Class.
	Single	Return	Single	Return	Single	Return	Single	Return	Single
Aden ..	£2	£4	£16	£25	..	£40	£21	£40	£16
Suez ..	..	50	83	40	70	..	84	..	23
Port Said ..	..	..	..	..	..	..	69	46	36
Brindisi ..	..	..	..	..	..	..	..	..	62
Venice ..	..	..	..	..	..	..	..	..	..
Trieste ..	..	..	..	..	..	..	..	..	..
Naples ..	..	..	..	..	..	..	..	..	..
Genoa ..	..	..	..	..	..	..	..	..	..
London via Venice or Genoa ..	..	..	..	..	..	..	..	..	..
	70	123	54	98	..	115	..	90	62
								10	4
								8	3

Second Class Rail with 1st Class Steamer Ticket at following reductions, Single £3, Return £6.

Ticket "A" available during the seasons, *i.e.*, Homeward 15th Feb. to 1st June inclusive, Outward 1st Sept. to 15th Dec. inclusive.

Ticket "B" available one way either Homeward or Outward as per Ticket "A", returning as per Ticket "C."

Ticket "C" available only Homeward 15th June to 1st Feb. inclusive and Outward 1st Jan. to 1st Aug. inclusive. Passengers must declare at time of booking which return ticket they intend to take. No refunds can be made after tickets have been issued, or any portion of the journey has been made.

## SLACK SEASON FARES

With the object of encouraging the public to travel during the months when the demand for passage accommodation is not so great as during the remainder of the year, cheap return tickets to Venice, Trieste, Genoa, or Naples are issued, such tickets to be available for the homeward journey from July to December inclusive, and for the outward journey from February to August inclusive. Arrangements are made by the steamship company in Port Said to take over passengers' baggage and ship it free of charge to London by cargo steamer.

These fares to Italian Ports are 1st Class, £90; 2nd Class, £72.

These steamers call at Brindisi or Naples, where the steamer may be left. In conjunction with the steamer tickets we can issue travel tickets for Italy, Switzerland, etc., by any route. These may be for travel only or include hotel accommodation, carriages for sightseeing, etc., under our Inclusive Independent Tour system (see p. 67).

**THROUGH TICKETS TO LONDON BY P. & O. *via* MARSEILLE AND PARIS.**

Passengers are booked to Marseille, and to London *via* Marseille and Paris, at through fares, as per pp 146 and 147. After calling at Marseille, the steamers continue their voyage to London, *via* Gibraltar and Plymouth, and passengers landing at Marseille are at liberty to send any portion of their baggage on to London in the steamer free of charge (if within the free allowance).

There is a daily fast train (1st and 2nd class) from Marseille to London, *via* Calais and Dover, leaving at 19.15, arriving at Victoria at 17.15 (19.30 in summer), occupying about 22 hours (24 hours in summer) on the journey. These are the only fast through trains with the exception of the P. & O. Special train weekly.

A day service leaves as under.—

		1st & 2nd Class
Leave Marseille	.. ..	9.25 (8.40 in summer).
Arrive Paris (Lyon)	.. ..	21.55.
Sleep in Paris		
Leave Paris (Nord)	.. ..	8.25.
Arrive in London	.. ..	15.25

During the winter months there is an increased service of night trains between Marseille and Paris.

Tickets at ordinary fares should be obtained from Cook's Interpreters, who meet the Steamers, or at Cook's Office, 118, Rue Noailles, Marseille.

Passengers taking through tickets to London *via* Marseille and Paris must obtain coupons for the overland journey before leaving India. The P & O. steamers call at Marseille outward and homewards every week. (See p. 311.)

There is a Sleeping Car to Paris attached to the fast train from Marseille.

Passengers wishing to travel from Marseille to Paris in the Sleeping Car should give intimation to the Purser before arrival at Port Said, whence a telegram will be sent by the P & O. Company's Agent to Marseille. The cost of the berths should be paid to the Purser at the same time, but the Company's Agent at Marseille cannot guarantee to obtain the full number asked for, as the number of berths in the car is limited. The railway tickets allow the passengers to break the journey at intermediate stations between Marseille and Paris, and at Amiens and Abbeville only between Paris and Calais.

Before proceeding to Paris passengers can visit the Riviera, taking care to have their tickets stamped at the Marseille railway station when they commence their journey to London. Travellers returning from India, Egypt, and the Riviera, and not wishing to arrive in England until the long, cold spring is over may, with advantage, spend a few weeks between Marseille and Biarritz or Marseille and the Riviera.

#### EGYPT, PALESTINE, etc.

Passengers desirous of breaking their journey in Egypt on the homeward voyage can, under ordinary circumstances, disembark at Suez. The season in Cairo and on the Nile commences in November and ends in March, the best months being November and December.

Spring is the best time for a tour through Palestine, and travellers who intend to visit Palestine as well as Egypt should select January or February for their Nile journey, and March, April, or May, for Palestine.

Intending passengers for the Nile steamers of THOS. COOK & SON, LTD., are requested to communicate

with our Offices at Bombay, Calcutta, Rangoon, or Colombo, who will reserve berths and make all necessary arrangements for the trip

The **Nile Voyage** from Cairo to Luxor and Aswan and back may be accomplished by the Company's First Class Tourist Steamers leaving Cairo on fixed dates. Time occupied twenty days, including three or four days' stay at Luxor and Aswan. First-class fare £70.

For visitors restricted to time a 14-day service, Asyut to Aswan, has been inaugurated. Sailings weekly in connection with the train leaving Cairo for Asyut on the morning of the day of sailing. Fare £56 from Cairo back to Cairo.

There is also a service performed by these First Class Tourist Steamers, from Shellal (Aswan) to Halfa (Second Cataract) and back. Time occupied one week. Fare £30.

The fares include excursions on shore with a dragoman for visiting the antiquities.

Since the construction of the railway through the desert from El Qantara to Ludd (Lydda) Egypt has become more than ever the gateway to Palestine, for by its aid Jerusalem has been brought within a twelve hours' journey from Egypt.

Through trains with restaurant and sleeping-cars leave El Qantara (Egypt) daily, except Sundays, for Haifa and Jerusalem.

The most interesting parts of Lower Palestine, Samaria and Galilee can now be visited by rail and carriage, with accommodation in hotels instead of in camp.

Full particulars of travel in the Holy Land, etc., will be found in special programmes, obtainable at any of our offices.

At Jerusalem and Beirut we have our own Offices and resident staff.

From Egypt or Palestine there is frequent steamer communication with Turkey, Greece, Italy, France, etc., and at all the principal ports our Agents will assist passengers on arrival, provide tickets for any destination, and see to the general comfort of our clients.

## LONDON.

**Private Omnibuses.**—Arrangements can be made at any Office of THOS. COOK & SON, LTD., for the hire of private omnibuses, as follows.—A small one-horse omnibus capable of conveying 6 persons, with a reasonable quantity of baggage, from any of the London Railway Stations, at a charge of 9s. for a distance not exceeding 4 miles, or 11s. not exceeding 5 miles. Large pair-horse omnibus holding 12 persons (10 inside and 2 out), 14s. up to 3 miles, plus 3s. per mile beyond. In cases where the distance exceeds 6 miles, special arrangements must be made, and where omnibuses are required between 9 p.m. and 7 a.m., or on Sundays, the hire is at the rate of a fare and-a-half.

Private Broughams can be in attendance at any London Station to meet any train at the following charges:— First 2 hours, 10s. 6d.; each additional hour 6s. The charge for a pair-horse carriage would be double the above.

Private Automobiles can also be engaged on application at any Office of THOS COOK & SON, LTD.

The Great Western Railway Station at Paddington is connected by covered-way with the "Bakerloo" Electric Railway and the Bishop's Road and Praed Street Stations (Metropolitan Railway), and is within a few minutes' walk of Lancaster Gate Station (Central London Electric Railway).

## Private Omnibuses at Paddington.

Private Omnibuses are available on the following terms (which are subject to alteration) :—

One Horse Omnibus, accom- modating Six Persons and a reasonable quantity of Luggage	Between points in Paddington postal district (London, W. 2) Up to 4 miles .. .. .. 5 miles (Maximum Distance)	7s. 6d. 9s. 11s.
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Pair Horse Omnibus, accommodating  
Twelve Persons and a reasonable  
quantity of Luggage. Up to 3 miles 12s. 6d., and 3s. per  
mile beyond (Maximum mile-  
age, 8 miles).

### **Motor Omnibuses:**

For 6 persons .. 3 miles or less 10s. 6d. Each extra mile 3s. 6d.  
 " 12 persons .. " " 12s. 6d. " " 4s.

Between the hours of 10 p.m. and 1 a.m., and 4 a.m. and 6 a.m., omnibuses are charged at the rate of 25% in

addition to the rates shown; between 1 a.m. and 4 a.m. 50% surcharge. On Sundays and Bank Holidays an extra rate of 25% applies between the hours of 6 a.m. and 10 p.m. and 50% between 10 p.m. and 4 a.m.

Passengers requiring an omnibus should inform our Agent, or the Station Masters at Plymouth, Exeter or Bristol, who will telegraph without charge for one to be in readiness on their arrival at Paddington.

**Private Broughams** attend the arrival of all trains at Paddington throughout the day or night, and may be hired at the following charges, including the driver's fees. For the first two hours, 10s. 6d in the morning and 12s. 6d in the afternoon; each additional hour, 6s.; each additional half-hour, 3s. 6d.; before 8 a.m. and after 7 p.m., 25% extra. The minimum charge is 10s. 6d.

**The Southern Railway Station at Waterloo** is exceptionally convenient for all parts of London, connexions being formed at Waterloo Station by "Electric" "Tube" railways—to the city by "Waterloo and City Railway," and to the North and West-end of London by the "Bakerloo."

Waterloo Station is only a few minutes from all the principal Hotels.

#### Private Omnibuses at Waterloo and Vauxhall stations.

Private Omnibuses are provided by Messrs. C. Rickards, Ltd., for the conveyance of passengers and their luggage, arriving at, or departing from, the above stations. The charges are as follows:

**Small Omnibus** (single horse), 9s. for distances up to 4 miles; 2s. per mile after. Maximum distance 5 miles.

**Large Omnibus** (pair horse), 14s. for 3 miles; 3s. per mile after. Maximum distance 8 miles.

**Small Motor Omnibus**, 10s. 6d. for 3 miles; 3s. 6d. per mile after.

**Large Motor Omnibus**, 12s. 6d for 3 miles; 4s. per mile after.

Passengers requiring an Omnibus should request the Station Master at either Plymouth, Exeter or Salisbury to telegraph to Waterloo (free of charge), when every endeavour will be made to provide one. The destination in London must be stated at the time of ordering the Omnibus.

**London Warehouses.**—Passengers wishing to have their baggage stored for any period should avail themselves of the use of our Warehouses at Langley St., Long Acre, W.C.2, and 70-77, Cowcross Street, E.C.1, which have been

specially built and fitted up with every convenience, and where facilities are afforded to passengers for the inspection, repacking, or sorting of their effects.

“Cook’s Handbook to London” is on sale at all their Offices in London and the Provinces, price 2s. 6d.

### BRITISH IMPORT DUTIES.

The following articles are liable for duty in Great Britain and Northern Ireland —

Articles containing sugar in any quantity such as dried fruits, confectionery, honey, preserved ginger, jams, condensed milk, candied peel, tamarinds, fruit and vegetables preserved in sugar.

In addition to the above the following articles are subject to Customs Duty at the rates shewn —

Silk and artificial silk, and all articles containing

		such, from 2%, to 33 1/3% ad valorem.	4	3	d.
Spirits, proof (in cask, tested)	.. per gall	3	15	5	
Liqueurs (not tested)	.. ..	5	2	5	
Spirits, perfumed, and Eau de Cologne	..	6	1	0	
*Tea .. .. .. .. per lb.			4		
Coffee (raw) .. .. .. .. "			1	8	
Coffee, roasted and ground .. .. .. .. "			2		
Cocoa .. .. .. .. "			1	2	
†Tobacco, manufactured .. .. .. .. "			10	4	2
" Cavendish .. .. .. .. "			11	10	3
" Cigars .. .. .. .. "			15	7	
Cigarettes of Foreign manufacture .. .. .. .. "			12	7	
Wine in cask .. .. .. .. per gall. 2s 6d. to			6	0	
Lace and embroidery .. .. .. .. 33 1/3% ad valorem.					
Motor Cars, Motor Cycles & Accessories 33 1/3% .. .. .. ..					
**Musical instruments, Gramophones & records, clocks, watches, cameras, .. .. .. ..					
††Binoculars, field and opera glasses, and other optical articles .. .. .. ..	33 1/3% .. .. .. ..				

\* Indian and Ceylon teas, when accompanied by a Certificate of Origin, are subject to a preferential tariff.

† A fine of 6d. per lb. is levied upon Tobacco and Cigars by H M. Customs, in addition to the duty, if the quantity exceeds 3 lb. net and is less than 30 lb. gross. A preferential tariff is allowed when accompanied by a Certificate of Origin and shewing a percentage of British Empire manufacture.

\*\* If of English manufacture, on proof thereof, and of exportation from England being produced to H.M. Customs, such articles will be admitted duty free.

†† If these articles are imported as passengers’ personal effects and a declaration made to the Customs that they have been in actual possession and use abroad for not less than one year, they will usually be admitted duty free.

The duties on p 155 are subject to alteration from time to time, and are quoted without any responsibility

All articles subject to duty, however small, should be distinctly and separately declared, and it is advisable to place such articles in one package in order to facilitate Customs clearance

Foreign silver plate is admitted without assay, provided the owner signs the usual form of declaration to the effect that the articles are intended for private use only and not for sale.

The principal *restricted* articles are Rifles, Revolvers, and Ammunition (unless covered by an importation licence issued by the Board of Trade or Home Office). The importation of Cinematograph Films as passengers' baggage is illegal.

The principal *prohibited* articles are Cocaine, Morphia, Opium, and foreign reprints of registered copyright Books and Music.







## INDIA TO ENGLAND,

*Via AUSTRALIA, CHINA, JAPAN, UNITED STATES, AND CANADA.*

NOTE --That the earth revolves on its own axis once in 24 hours, every schoolboy knows. In other words, every degree of longitude moves forward one degree in 4 minutes or 15 degrees in one hour. In making a complete circuit of the globe, this difference of time amounts to an entire day; so that if the journey to India, etc., has been made in an easterly direction, e.g., *via* the Suez Canal, etc., and the return from India by continuing in the same direction, e.g., *via* Australia, China, Japan and the United States or Canada, the circuit of the globe will have been accomplished, and the traveller will have, therefore, apparently gained a day. This is rectified by the date being repeated on board the steamer when crossing the date line (180° longitude). Cf. Jules Verne's "Round the World in 80 Days"; H. A. Poe's "Three Sundays in a Week."

If the circuit is performed in the contrary direction, travelling westward, this results in the apparent loss of a day, which is set right by the date being omitted, or skipped, at the same degree of longitude.

The route homeward *via* Australia, China, Japan, United States, or Canada, is becoming very popular with Anglo-Indians.

The fares are moderate, and the countries passed through most interesting. The passenger traffic by this route is steadily increasing, and it is worthy of note by intending travellers that we have Offices at Singapore, Hongkong, Shanghai, Peking, Tientsin, Kobe, San Francisco, Vancouver, and in the chief cities of the United States and Canada, as shewn in the following pages.

### SINGAPORE.

Cook's Office—6, Battery Road.

Hotels—Adelphi, Europe, Raffles, Sea View.

Distance from London, 8,700 miles. Local time 7 hours in advance of Greenwich.

Singapore is an island lying about 80 miles north of the equator; greatest length about 28 and width about 14 miles. The city, the capital of the Straits Settlements, is on the south coast of the island. From less than 200 in 1819, when Sir Stamford Raffles landed, the population has increased to 350,355 in 1921. The larger part of the industrial population is composed of Chinese. All steamers from Europe *en route* to the Far East and *vice versa* call at Singapore. Here the steamship routes from Europe, Africa and India, converge on the one hand, and on the other the routes from Siam, Indo-China, the Far East, Japan, America, the Philippines, Australia, Java, and the Malayan Archipelago generally.

The mail steamers lie alongside the quays at Tanjong Pagar Docks, where vessels of over 20,000 tons can moor at all states of the tide. Railway from Singapore to Bangkok opened for passenger traffic in 1918. The journey occupies 59½ hours. Through Sleeping and Restaurant Car trains are now running between Singapore and Prai (for Penang) and between Prai and Bangkok Noi.

The chief points of interest in Singapore are as under :

The *Government Reservoir*, from which a magnificent view is obtainable; the gorgeous *Buddhist Temple*; the *Botanical Gardens* (about three miles from the town); the *Raffles Museum* (ethnographical, zoological and mineralogical collections) and *Library* (one of the largest in the East), open daily except Sundays, 10-6.

Johore, on the mainland (F.M.S. Rys.), about 18 miles from Singapore, is now reached by train (F.M.S. Rys.).

1st Class.

Jinrickshas.—Fares	½ mile or fraction	..	..	10 c.
By time : 1 hour	..	..	..	55 c.
Every ½ hour beyond	..	..	..	15 c.

Taking photographs within 1,000 yards of a fortification is forbidden without special permission.

There are a number of local cricket, lawn-tennis, golf, swimming, sporting, chess, and recreation clubs.

**Currency.**—This consists of Straits dollars (about 2s. 4d.), with silver, 50, 20, 10 and 5 c., and copper 1 c., ½ c. and ¼ c. pieces. Notes are issued by the Government for 1, 5, 10, 50, and 100 dollars, also for 10 and 25 c.

**Telegram Rates.**—Local telegrams :

Urgent. Ordinary.

Per Word	..	..	\$0.15	\$0.05
Minimum	..	..	\$1.05	\$0.35

To England and Europe \$1.25 (deferred 60 c.); United States, \$1.65 to \$1.90; India, Burma and Ceylon, \$0.60; Japan and Korea (Chosen), \$1.00; Philippines (Manila), \$0.70; Australia, \$1.10; New Zealand, \$1.25 From the Eastern Extension Telegraph Co.'s Offices.

At our Office, 6, Battery Road, the undermentioned business is transacted :

Steamship passages booked at advertised fares by all lines.

Tours, with or without Conductor, arranged in Java, Sumatra, the Dutch East Indies generally, British Malaya, Siam, Indo-China, British Borneo and throughout the world.

Motor Tours arranged around Singapore and in Malaya, Java, Sumatra, etc.

Tickets issued for the principal Railways. Copies of the Malayan Traveller's Gazette gratis on application.

Life (Accident) Insurances effected.

**Banking and Exchange.**—Payments made on Letters of Credit, Travellers Cheques issued and cashed. Foreign Money exchanged, Drafts issued and Cable Payments made on all principal towns.

Managing Agents in Malaya for the Standard Life Assurance Co.

**Shipping and Forwarding Department.**—Passengers desiring to have their baggage, purchases, etc., forwarded to their home addresses, are recommended to apply to our Office, where arrangements may be made for despatch of goods to all parts of the world. Insurances effected.

### HONGKONG.

(For further details see Cook's "Information for Travellers landing at Hongkong" pamphlet, and Cook's "The Far Eastern Traveller's Gazette".)

Cook's Office—Desvœux Road.

Tel. Address, "Coupon."

**Hotels**—Hongkong, Repulse Bay, Peak.

**Private Hotels**—Kingsclere, Lauriston and St. George's House

Distance from London, about 10,112 miles Local time, 7 hrs. 35 mins. (standard time 8 hrs) in advance of Greenwich. The population of the City of Victoria in 1921 was about 662,200, and consists of some 4,500 Europeans, nearly 600,000 Chinese, and 12,000 Asiatics of mixed races.

Hongkong is an island about 11 miles long and from two to five miles broad, near the mouth of the Canton River, about a mile from the mainland and 90 miles from Canton, and consists of a lofty ridge of hills with a few well-wooded valleys. It has been a Crown Colony since 1841, and has a magnificent harbour. The City of Victoria possesses a number of fine buildings equal to those

of any modern European town. The district locally known as "The Peak" (1,800 feet above sea-level) is the most popular residential quarter, particularly in the summer months, when the temperature there is some ten degrees cooler than in the city. Although perhaps the climate can scarcely be considered desirable for a long stay—except during the six winter months, when magnificent weather is usually enjoyed—yet fully a week may be profitably spent in exploring this beautiful island.

Our representative meets all Mail steamers arriving at Hongkong for the purpose of rendering assistance to holders of our travelling tickets. Transfers to connecting steamers can be effected by previous arrangement. Coasting steamers will also be met providing sufficient notice is given. Hongkong, being almost a free port, there are only a few Customs' formalities. The principal hotels have private launches for conveying passengers and their baggage ashore.

**Currency.**—The Mexican dollar of 100 cents, 5, 10, 20 and 50 cent pieces are minted by the Hongkong Government, and notes of 1, 5, 10, 25, 50, 100 and 500 dollars are issued by the various banks. Passengers should call at our office on arrival to obtain a supply of the local currency and see the latest telegrams and newspapers. All clients may have their correspondence addressed to our care, every facility being provided for the writing and despatch of letters.

**Banking and Exchange.**—Travellers Cheques and Letters of Credit issued and cashed, and remittances made by draft or telegram. Foreign Moneys exchanged.

**Shipping and Forwarding Department.**—Passengers wishing to ship baggage, purchases, etc., are recommended to apply to our Office, where arrangements may be made to ship goods to all parts of the world. Insurances effected. Baggage and goods warehoused.

**Postage.**—**To the United Kingdom and Dependencies.**—Not exceeding 1 oz., 4 cents; each additional oz., 4 cents. Postcards, 4 cents; newspapers, book packets, 2 cents per 2 oz.; registration fee, 10 cents.

**To Countries in the Postal Union other than the United Kingdom.**—Not exceeding 1 oz., 10 cents; each additional oz., 6 cents. Postcards, etc., as above.

**Telegram Rates.**—To England and Europe per word, \$1.35; America *via* Pacific, \$1.60 to \$2.15; *via* Atlantic \$1.80 to \$2.50; India, 70 cents; Africa, \$1.60; Australasia, \$1.15 and \$1.25. The rate of exchange is subject to periodical alteration every three months.

**Conveyances.**—Limits (City); Mount Davis (west) to Causeway Bay (east).

**Chairs.**

<i>2 Coolies, inside limits.</i>	<i>2 Coolies, beyond limits.</i>
10 min., 10 cents; 1 hour, 1 <sup>1</sup> / <sub>2</sub> cents	1 hour, 80 cents; 2 hours, \$1.20.
1 hour, 25 cents; 1 hour, 35 cents, every additional hour, 25 cents	4 hours, \$2.00; 1 day, \$4.

**Jinrickshas (rubber-tyred).**

5 min., 5 cents; 10 min., 10 cents	1 hour, 30 cents; every additional hour, 30 cents
15 min., 15 cents; 30 min., 20 cents.	

**Tramways.**—Sections: Central to Causeway Bay, Causeway Bay to Shaukiwan; Central to Kennedy Town. First-class on each section, single, 10 cents.

**Peak Tramway.**—Lower Station to Bowen Road 10 cents, to May Road 20 cents, to Top Station Road 30 cents; no return tickets. The service of electric cars runs nearly the whole length of the harbour, about ten miles. The trams to the Peak (from the summit of which the best view of the harbour is obtained) start from the Garden Road, the ascent occupying about 10 minutes.

**Automobiles.**—\$4 to \$6 per hour in Hongkong; \$4 to \$6 in Kowloon, according to destination.

**Motor Boats** from Blake Pier, \$2.40 per hour.

**Excursions.**—Many interesting excursions may be made by visitors having sufficient time at their disposal to Canton, West River as far as Wuchow, and Macao. Tickets, guide-books, and all particulars may be obtained at our office, and the services of reliable guides secured.

Tours can be arranged to Hankow, the wonderful Ichang gorges on the Yangtze Kiang, Peking, Tientsin, Moukden, Port Arthur, Dainy, Seoul, and through Japan, also to the Philippine Islands, Indo-China, Java, etc. Fares quoted on application.

**Kowloon-Canton Railway.**—The service to Canton is suspended for the present and is only maintained as far as Shum Chun.

Steamers of the Hongkong Canton and Macao Steamboat Co. Ltd., leave Hongkong for Canton at 8 o a.m. and 10 p.m.

Another line is under construction between Canton and Hankow, which, when completed, will link up Hongkong with the Trans-Siberian Railway, forming direct rail communication with the principal cities of Europe.

**Steamers.**—Hongkong is in direct communication with the principal ports of the world, and tickets are issued by us for all lines. The P. & O., M.M., Dollar Line, and N.Y.K. Companies have regular fortnightly sailings, and the Lloyd Triestino, City, and Blue Funnel lines monthly sailings to Europe *via* Suez. Weekly sailings to San Francisco, Vancouver or Seattle by either the C.P.R., T.K.K., N.Y.K., Pacific Mail, or "Admiral" O.S.K. Companies. Regular monthly service to Australia maintained by the Eastern and Australian, N.Y.K., Australian Oriental, and China Australia S.S. Companies. Weekly service to Manila by Indo-China S.N. Co., and sailings to Coast Ports, both north and south, by C.N.C. and Indo-China S.N. Companies three times weekly. Fortnightly service to Calcutta *via* Singapore, Penang and Rangoon by B.I. and Apcar and Indo-China S.N. Companies. For further information see "East Asia Official Guide" (vol. iv.), Hurley's "Hongkong" and Crow's "China," obtainable at our Far Eastern Offices.

### MANILA.

(For further details see Cook's "Far Eastern Handbook," "Information for Passengers Landing at Manila," and "How to See Manila.")

#### Hotel—Manila Hotel.

Distance south-east of Hongkong, about 650 miles. Local time about 8 hours in advance of Greenwich.

Manila (population about 280,000), in the island of Luzon, is the principal port of the Philippine Islands, which now belong to the United States. They are in the Pacific Ocean, and are composed of a volcanic chain of islands extending in a crescent form for about 1,000 miles. The largest island (Luzon) is at the north end and the second largest (Mindanao) at the south.

A most profitable and interesting week or ten days may be spent in Manila and its environs, but the greatest enjoyment is to be found in a trip through the Islands.

**Postage.**—(a) **Local.**—Letters, 2 centavos for each 20 grammes or fraction ; postcards, 2 centavos ; newspapers, book-packets, 5 centavos for each kilo or fraction.

(b) **To United States and Possessions.**—Letters, 4 centavos for each oz or fraction ; postcards, 2 centavos ; newspapers, etc., 2 centavos for each 2 oz. or fraction.

(c) **To all other Countries.**—Letters, 10 centavos for each 20 grammes or fraction, postcards, 4 centavos ; newspapers, etc., 20 centavos for the first 250 grammes (minimum), and 4 centavos for each additional 50 grammes or fraction.

**Telegram Rates.**—To Hongkong, 30 cents ; Shanghai, 50 cents ; Japan and Korea, 94 cents. These rates are collected in dollars. Offices of the Eastern Extension Telegraph Co, Calle Juan Luna.

### SHANGHAI.

(For further details see Cook's "Information for Travellers Landing at Shanghai" pamphlet.)

**Cook's Office**—Russo-Asiatic Bank Building, 15, The Bund.  
Tel. Address, "Coupon."

Our representative in uniform meets all tenders arriving at the landing stages to render assistance to holders of our tickets, and also to take instructions as to the disposal of travellers' luggage, which will be landed and passed through the Customs and taken either to an hotel or any other address.

**Hotels.**—Majestic, Astor House, Palace, Kalc, Plaza, and Burlington.

Distance from London, by sea, about 11,000 miles ; from Hongkong, about 853 miles. Local time, 8 hours in advance of Greenwich.

Population in 1920 about 960,000—Foreigners, about 26,000. Chinese, about 930,000. The combined population of greater Shanghai is now estimated to be nearly 2,000,000.

**Banking and Exchange.**—Travellers' Cheques and letters of credit issued and cashed and remittances made by draft or telegram. Foreign moneys exchanged.

**Shipping and Forwarding Department.**—Passengers wishing to ship baggage, purchases, etc., are recommended to apply to our Office, where arrangements may be made for conveying goods to all parts of the world. Insurances effected.

Shanghai, in the province of Kiangsu, is one of the largest seaports in Asia, and at the same time one of the most interesting cities in the world.

Shanghai lies on the north side of the Huangpu River, about 12 miles from its mouth, in latitude 31° 10' N. and longitude 121° 30' E., at the junction of the Soochow Creek with it.

The climate of Shanghai is generally allowed to be fairly healthy and approaches nearest to Rome in mean temperature, while the winter temperatures of London and Shanghai are almost identical.

In October and November the weather is delightful, but the north-east winds, when the winter sets in, are extremely cold and biting. The heat during July and August is excessive.

**Currency.**—This for all small matters is the Mexican dollar, valued at or about 2s. or fifty cents (American), with twenty and ten cent pieces. The visitor should call at the Office of Thos Cook & Son, Ltd., (15, The Bund) on arrival, to obtain a supply of local currency. Besides the Mexican currency, which is that in which all retail business is transacted, the tael is largely used in mercantile transactions. All the foreign banks issue dollar and tael notes, from one to one hundred dollars, and native banks follow suit, but the stranger should be cautious of accepting these native notes issued in other provinces as some of them are not received by the banks at par.

**Conveyances: Rates for Hiring, etc.**—It is a wise precaution to take the number of the carriage or rickshaw when hiring.

Motor-cars, per hour	..	..	..	from \$4 00
Carriage Hire—Half day	..	..	..	4.00
"      " Whole day	..	..	..	7.00
Rickshaw Hire—Half hour	..	..	..	.30
"      " One hour	..	..	..	.60
"      " Half day	..	..	..	1.20
"      " Whole day	..	..	..	2.40

**Postal Arrangements.**—The foreign Post Offices having been withdrawn in accordance with the Washington Conference, the Chinese Post Office handles all Domestic and Foreign mail matter.

(a) **Foreign** : Letters not exceeding 20 grammes, 10 cents ; each additional 20 grammes or fraction, 6 cents. Registration, 10 cents. Post Cards, 4 cents.

(b) **Domestic** : Letters not exceeding 20 grammes, 3 cents ; each additional 20 grammes or fraction, 3 cents. Post Cards, 1½ cents. Registration, 5 cents.

(c) **Local** : Letters, 1 cent for every 20 grammes or fraction. Registration, 5 cents. Express delivery, 10 cents per letter.

**Telegraph Rates.**—To Europe, *via* Suez, \$1.35 ; U.S.A., \$1.60 to \$1.80 ; Canada, \$1.75 to \$1.95 ; Australia, \$1.15 ; New Zealand, \$1.25 ; India, \$0.85 ; Philippines, \$0.45 to \$0.80 ; Japan, \$0.25 ; Tongking, \$0.90, *via* Cape St. James. These rates are quoted in Shanghai dollars and are subject to periodical alteration. Hong-kong, 18 cents ; Peking, 18 cents ; Tientsin, 18 cents ; Dalny, 18 cents ; Hankow, 18 cents.

**Tramways.**—Shanghai has a good service of electric street cars. Motor bus services are also now in operation at fares of 10 cents. per mile.

Average fare, 6 cents per mile.

Tours arranged to all places of interest from Shanghai, including short motor trips to the environs (see "How to See Shanghai" pamphlet).

Complete arrangements made for houseboat trips, full particulars on application to the Shanghai Office, 15, The Bund.

#### The Yangtse River.

The Yangtse rises in the high plains of Tibet. Its length is estimated to be 3,475 miles. Next to the Amazon, the Yangtse is navigable a longer distance than any other river in the world. The largest ships in the world can travel in the summer as far as Hankow, a distance of 600 miles from the mouth of the river. Large freighters ply as far as Ichang, 400 miles further, at all

seasons of the year. Native craft proceed with cargoes and boats as far as Soufu, about 500 miles from Ichang during the winter season. The river is open to navigation from early spring to late autumn as far as Chungking only. First-class steamers ply between Ichang and Chungking and arrangements can be made at Shanghai for the whole journey and back, occupying three weeks in all, provided no unforeseen delays occur. The remaining 1,975 miles are a succession of impassable gorges and rapids of majestic grandeur, flanked by precipices thousands of feet high.

Scores of sumptuously-appointed river steamers, owned by seven steamship companies, make the trip from Shanghai to Hankow in about four days. Boats leave Shanghai every night.

Travellers with sufficient time at their disposal should avail themselves of arrangements completed by Thos. Cook & Son, Ltd., for the trip through the gorges of the Yangtse (see "Peking *via* Nanking and the Yangtse" pamphlet).

The Indo-China, China Navigation, and China Merchants' S N. Cos have a sailing about every seven days from Hankow to Ichang, and from this point there is practically a daily service of first-class steamers to Chungking and return.

The following is an itinerary of the journey from Shanghai *via* the Yangtse, North China and Korea to Japan. (See also "Cook's Far Eastern Traveller's Gazette".)

Tickets and all information can be obtained at our Hong Kong, Shanghai, Peking, Tientsin, and Kobe Offices.

*Train-times may be altered.*

SUNDAY—Leave Shanghai by Express train 12 30 p.m.  
Arrive Nanking 8.02 p.m. (Bridge House Hotel).

MONDAY—Visit Ming Tombs, etc.

TUESDAY.—Leave Nanking by steamer in the forenoon.

THURSDAY.—Arrive Hankow. Leave Hankow by Express train 10 p.m. (Mondays and Thursdays only).

SATURDAY.—Arrive Peking 9 30 a.m. One week in Peking;  
or—

DAILY.—Leave Shanghai by Express at 12 30 p.m., arrive  
Nanking 8 02 p.m. (Bridge House Hotel).

MONDAYS—Leave Nanking (Pukow) Sleeping-Car Express  
5 05 p.m.

TUESDAYS—Arrive Tientsin (East) 6 50 p.m. (Astor House  
Hotel, Imperial Hotel, Court Hotel).

DAILY—Leave Tientsin 9 10 a.m.  
Arrive Peking 12 05 a.m.

There is also an excellent service of steamer, between  
Shanghai and Tientsin *via* ports, a steamer of one of the  
Lines leaving Shanghai almost daily, the passage to  
Tientsin occupying 3 to 4 days, ports of call being  
Wei-hai-Wei, Chefoo, according to Line selected.

DAILY.—Leave Peking 8.25 a.m. Corridor and Restaurant  
Car.

Arrive Shanhaukuan 5.45 p.m.  
One day at Shanhaukuan (Railway Hotel)  
Leave Shanhaukuan 8.35 a.m.  
Arrive at Moukden (Fengtien) 7 25 p.m.

One or two days should be devoted to Moukden (Yamato  
Hotel at Station).

or { DAILY.—Leave Peking 8 10 p.m. (Restaurant and  
Sleeping Cars on train).  
Arrive Moukden (Fengtien) 7.25 p.m.

#### Side Trip to Dairen and Port Arthur.

DAILY.—Leave Moukden 11 35 p.m. Pullman Express  
Arrive Dairen 8.0 a.m. (Yamato Hotel)  
Two or three days should be allowed for Dairen  
and Port Arthur.

DAILY.—Leave Dairen 10.0 p.m. Luxe Express.  
Arrive Moukden 6.25 a.m.

## MOUKDEN—SEOUL.

DAILY.—Leave Moukden 8.45 a.m. ordinary train, Sleeping and Restaurant Cars

Arrive Seoul 7.0 a.m. (Chosen Hotel, Seoul).  
Two or three days can well be spent at Seoul.

## SEOUL—FUSAN—KOBE.

DAILY.—Leave Seoul 10.0 a.m. Express train with Restaurant Cars.

Arrive Fusan 7.45 p.m. (Fusan Station Hotel).

Leave Fusan same day 10.0 p.m. per ferry steamer.

Arrive Shimonoseki 7.0 a.m.

Leave Shimonoseki 9.30 a.m.

Arrive Kobe 10.3 p.m.

## TIENTSIN.

(For further details see Cook's "Far Eastern Traveller's Gazette," and Cook's "Peking and the Overland Route.")

*Travellers should alight at the East Station, adjacent to the foreign concessions.*

Cook's Office.—63, Victoria Road.

An Interpreter is attached to our office to assist passengers arriving or leaving by rail or steamer.

Hotels.—Astor House, Court Hotel, Imperial Hotel.

Distance about 87 miles from Peking. Population (1923) approximately 838,000, including about 6,000 foreigners.

Banking and Exchange.—Payments made on Letters of Credit, Travellers Cheques, issued, and cashed, Foreign Money exchanged, Drafts issued, and Cable Payments made on all principal towns.

**Shipping and Forwarding Department.**—Passengers desiring to have their baggage, purchases, etc., forwarded to their home addresses, are recommended to apply to our Offices, where arrangements may be made for despatch of goods to all parts of the world. Insurances effected.

Tientsin is the most flourishing Treaty Port of North China, corresponding in importance to Shanghai in the south. It covers about 4,100 acres, and consists of the different foreign settlements and the native city. Tientsin is busiest during the spring and autumn, the port being ice-bound in the winter months. The city is lighted by electricity and has a service of electric trams.

The chief points of interest to visitors are the *Native City*, best seen by taking a motor-car drive for the purpose; the *Gordon Hall*, named after "Chinese" Gordon, containing the Municipal Offices, Public Library, and Entertainment Hall, the *Sea View Buddhist Temple*, where the British Treaty of 1858 was signed; the *Drum Tower*, near the centre of the native quarter, from the upper floor of which a good view over the whole neighbourhood is obtained; the *Memorial Temple of Li Hung Chang*, with extensive grounds containing a miniature ornamental lake, pagoda, and bridges, the whole producing a very picturesque effect; the *Victoria Park*, adjoining the Gordon Hall, where the regimental band, if the weather is fine, usually plays between 6 and 8 o'clock in the evening; the *Race Course*, a pleasant afternoon drive. The motor-road between Tientsin and Peking is now completed, but is not used very extensively by tourists during the summer months.

**Telegraph Rates.**—Same as from Peking, see p. 171.

**Shopping.**—A good centre for purchasing the noted Chefoo silks and laces, also Tientsin rugs and embroideries.

#### PEKING.

(For further details see Cook's "Far Eastern Traveler's Gazette," and Cook's "Guide to Peking." Mex \$2.00, 1924 edition)

**Cook's Office.**—Grand Hôtel de Pékin.

An interpreter is attached to our Office to assist passengers arriving or leaving by rail or steamer.

**Hotels.**—Grand Hôtel de Pékin, Grand Hôtel des Wagon-Lits.

Distance from London by sea about 11,770 miles  
Population about 1,300,000.

Passengers arriving at Peking from Japan or Shanghai alight at the Chienmen East Station, whilst those from Hankow leave the train at Chienmen West Station. These stations are close to each other and just outside the Chienmen Gate.

**Banking and Exchange.**—Travellers Cheques and Letters of Credit issued and cashed and remittances made by draft or telegram. Foreign Moneys exchanged.

**Shipping and Forwarding Department.**—Passengers wishing to ship baggage, purchases, etc., are recommended to apply to our Office, where arrangements may be made for conveying goods to all parts of the world. Insurances effected.

Peking, the capital of the Chinese Republic, lies in the middle of a large plain in the province of Chih-li, at the east end of which is the treaty port of Tientsin. Latitude 39° 54', N., and longitude 116° 27', E.

**Climate.**—During the winter months a very low temperature is reached, but as the air is very dry this is not felt to the same extent as in South China.

The best time for visitors is either from mid-September to mid-November, or mid-March to the end of May.

**Customs.**—Personal effects of bona fide travellers are admitted free of duty. The Customs authorities reserve the right to detain and open nailed packages.

**Currency.**—This for all small matters is the Mexican dollar—current throughout China, 20 and 10 cent silver pieces and 1 and 2 cent copper pieces. Visitors should call at Cook's Office on arrival and obtain a supply of local currency.

#### Conveyances : Rates for Hire, etc.—

**Rickshaws**—30 cents per hour.

Half-day .. .. .. .. ..	\$1
Whole day .. .. .. .. ..	\$1.50

**Automobiles (five passengers)—**

First hour .. Mex. \$4	Half-day .. Mex \$1 4
Second hour .. \$3	Whole day .. \$24
Special rates for out of town excursions.	

**Postage.—Postal Union Countries.**—Letters not exceeding 20 grammes, 10 cents; each additional 20 grammes, 5 cents; postcards, 6 cents; registration fee, 10 cents.

**Japan and Korea.**—Letters not exceeding 15 grammes or fraction, 3 cents; postcards, 1½ cents; newspapers, ½ cent; registration, 8 cents.

**Hongkong and Wei-hai-Wei.**—Letters not exceeding 15 grammes, 4 cents; registration, 10 cents.

**Local.**—Letters within city wall, 1 cent; to other provinces, 3 cents.

**Telegraph Rates.**—Local telegrams, 9 cents; other provinces, 18 cents; Europe, \$1.35 (deferred 70 cents); United States, \$1.60 to \$1.80; India, Burma and Ceylon, \$1.05, Japan and Korea, 45 cents; Philippines, 65 cents; Australia, \$1.15; New Zealand, \$1.25. These rates are quoted in Chinese dollars and are subject to periodical alteration.

Peking consists of four cities, the Tartar City, the Imperial City (in the centre of the Tartar City), the Forbidden City (in the centre of the Imperial City), and the Chinese City, adjoining and to the south of the Tartar City.

A week or ten days may well be spent in seeing the various sights of the city and neighbourhood, including the Forbidden City, the State Museum, the Central Park, the Temple and Altar of Heaven, the Yellow Temple, the Temple of Confucius, the Bell and Drum Towers, the Five Pagoda Temple, the Ten Thousand Buddha Temple, the Marble Bridge, the Summer Palace, the Botanical and Zoological Gardens, the Ming Tombs, the Western Tombs, the Great Wall, etc.

Visitors to the Ming Tombs and the Great Wall start from the Hsichihmen Station, which is about 3 miles from the Legation Quarter. Cook's Inclusive Excursions include automobile to and from this station. They will recommend English-speaking native guides.

### KOBE.

**Cook's Office**—(opened 1st October, 1923).—Oriental Hotel and Shoson Building.

Telegraphic address, "Coupon, Kobe"

Our representative in uniform meets all steamers arriving at the landing-stage, to render assistance to holders of our tickets, and also to take instructions as to the disposal of travellers' luggage, which will be landed and passed through the Customs, and taken either to an hotel or any other address.

**Hotels.**—Oriental, Tor Hotel.

**Banking and Exchange.**—Travellers Cheques and Letters of Credit issued and cashed, and remittances made by draft or telegram. Foreign moneys exchanged.

**Shipping and Forwarding Department.**—Passengers wishing to ship baggage, purchases, etc., are recommended to apply to our Office, where arrangements may be made for conveying goods to all parts of the world. Insurances effected.

**Electric Trams** traverse the city from east to west, and run to towns in the vicinity.

Jinrickshas, 5 yen per day. Double rates after dark.

Steamers of the Peninsular and Oriental S.N. Co., Messageries Maritimes, Canadian Pacific, Pacific Mail, Nippon Yusen Kaisha, Toyo Kisen Kaisha, Admiral-Oriental, Dollar S.S. Line, call.

Kobe (pop. in 1910, 387,915) is one of the two largest ports in Japan, the other being Yokohama, which it has already outstripped in the volume of foreign trade. It is situated in  $135^{\circ} 11'$ , east longitude, and  $34^{\circ} 41'$ , north latitude. The city extends for five miles along the coast (east to west) and about the same distance inland. It enjoys a dry, salubrious climate, and is protected from the north winds by a range of hills; the average annual temperature is  $15^{\circ}$  C. ( $59^{\circ}$  Fahrenheit), practically the same as Genoa. Kobe is the western terminus of the Tokaido main line, and is about 12 hours' journey from Shimonoseki, and a little more from Tokyo.

**Places of interest:** Ikuta-jinsha ( $\frac{1}{2}$  mile from Sannomiya Station), an ancient temple, dedicated to the deity Wakahime-Mikoto; Suwayama Kōen (about  $\frac{1}{4}$  mile from the Station), a public park, commanding a fine view of Kobe, Hyogo, Osaka Bay and the mountains of Ku and Awaji-Shima; Nunobiki Kōen (about  $1\frac{1}{2}$  miles from the station), where are twin waterfalls 82 ft. and 43 ft. in height respectively; Arima hot springs ( $1\frac{1}{4}$  miles by road; automobiles available); Suma, Maiko, Akashi are interesting places within easy distance.

Inclusive trips (2-3 days) to Kyoto, Nara, &c., can be arranged at Cook's Office, including Guide, Hotels, sight-seeing, &c.

**Conveyances.**—Automobiles 7 yen per hour. Inclusive rates for excursions, &c., on application to Cook's Office. Jinrickshas, see above.

**Postage.**—**Inland.**—Letters, 3 sen for each  $\frac{1}{2}$  oz. or fraction; postcards,  $1\frac{1}{2}$  sen. **Foreign.**—Letters, 20 sen for  $\frac{1}{2}$  oz. and 10 sen for each additional  $\frac{1}{2}$  oz.; postcards, 8 sen.

**Telegraph Rates.**—To England and Europe, yen 1.67; New York, yen 2.16; Chicago, yen 2.10; San Francisco, yen 1.92; India, yen 1.40; Burma, yen 1.40; Ceylon, yen 1.10; Australia, yen 1.69.

### YOKOHAMA.

(For further details see Cook's "Information for Travellers Landing in Japan" pamphlet.)

We have an interpreter stationed at Yokohama to assist passengers arriving or leaving by rail or steamer. Postal address, 3257, Yamato-Cho, Negishi-Machi, Yokohama. Tele address "Coupon."

Distance from London about 11,914 miles. Population about 430,900. Local time 9 hrs. 19 mins. in advance of Greenwich; standard time 9 hours.

**Postage.**—**Inland.**—Letters, 3 sen for each  $\frac{1}{2}$  oz. or fraction; postcards,  $1\frac{1}{2}$  sen. **Foreign.**—Letters, 20 sen for  $\frac{1}{2}$  oz. and 10 sen for each additional  $\frac{1}{2}$  oz.; postcards, 8 sen.

**Telegraph Rates.**—To England and Europe, yen 1.67; New York, yen 2.16; Chicago, yen 2.10; San Francisco, yen 1.92; India, yen 1.40; Burma, yen 1.40; Ceylon, yen 1.40; Australia, yen 1.69.

The trans-Pacific Companies have frequent sailings between Hongkong, Manila, or Shanghai, Nagasaki, Kobe, Yokohama, Honolulu (Hawaiian Islands), and San Francisco.

The Steamers of the Canadian-Australasian Line sail at monthly intervals between Sydney and Vancouver, calling at Auckland, Suva (Fiji), and Honolulu.

Steamers of the Union S.S. Co. of New Zealand sail monthly between Sydney and San Francisco, calling at Wellington, Rarotonga, and Tahiti. Oceanic Line Steamers also sail monthly between Sydney and San Francisco, *via* Samoa and Honolulu.

**Tours** in Japan arranged at an inclusive rate per day, including all expenses of Hotels, Travel, Sight-seeing, etc., with services of competent Guide.

By our system of "Inclusive" Tours, all expenses—Travel Tickets, Hotel Accommodation, Sleeping and Refreshment Cars, Transfer of Passengers and Baggage to and from Hotels, Excursions by Jinricksha, Chair, Carriage, Horse, and Boat. Sight-seeing, and Competent Guide,—are provided. The Guide defrays all customary expenses, such as gratuities, etc., the only extras being for wines, spirits, or other beverages. Ask at any of Cook's Offices for pamphlet "Inclusive Tours in Japan." Particulars on application.

The Imperial Palace and Grounds at Tokyo should be visited by every traveller arriving in Japan. They were the scene of the series of magnificent and curious festivities and ceremonies, banquets, balls, etc., in connection with the coronation or rather enthronement of the Emperor Yoshihito, beginning on the 7th November, 1915.

The following is an approximate specimen itinerary of a tour in Japan occupying thirty days, beginning at Kobe and ending at Kamakura (or the tour may be made in the reverse direction).

1st	Day	In Kobe. Excursions to Arima, Nunobiki Water-fall, &c.
2nd	"	
3rd	"	Leave Kobe, 9.35 a.m.
		Arrive Osaka, 10.26 a.m. Osaka Hotel
4th	"	Leave Osaka, 11.04 a.m.
		Arrive Kyoto, 12.14 p.m. Kyoto Hotel
5th	"	
6th	"	
7th	"	In Kyoto. Excursions to Lake Biwa, and Hodzu Rapids
8th	"	
9th	"	
10th	"	
11th	"	Leave Kyoto, 9.50 a.m.
		Arrive Nara, 11.24 a.m. Nara Hotel
12th	"	Leave Nara, 2.24 p.m.
		Arrive Yamada, 6.54 p.m. Gonikai Hotel
13th	"	In Yamada. Visit Shrines of Isa, Futami and Toba
14th	"	Leave Yamada, 9.40 a.m.
		Arrive Nagoya, 1.15 p.m.
15th	"	Leave Nagoya, 12.42 p.m. Limited express train.
		Arrive Kodzu, 6.45 p.m. One hour motor to Miyanoshita. Fujiya Hotel.
16th	"	
17th	"	In Miyanoshita. Excursions to Lake Hakone and Nagao Pass.
18th	"	
19th	"	Leave Kodzu, 9.40 a.m.
		Arrive Tokyo, 12.3 p.m. Tiffin at the Imperial Hotel.
		Leave Tokyo, 3.25. Ueno Station.
		Arrive Nikko, 7.53 p.m. Kanaya Hotel & Nikko Hotel.

20th	Day	In Nikko Excursion to Lake Chuzenji, Uramu Waterfall, &c
21st	"	
22nd	"	
23rd	"	
24th	"	Leave Nikko, 7 IS a m. Arrive Tokyo, 12.0 p.m. Ueno Station. Imperial Hotel.
25th	"	
26th	"	In Tokyo.
27th	"	
28th	"	Leave Tokyo, 2 15 p.m. Central Station. Arrive Kamakura, 4 35 p.m. Kaihun Hotel.
29th	"	
30th	"	In Kamakura Excursion to Enoshima, &c.

Fares vary according to the number of participants, and will be quoted on application to any of our Offices.

Through tickets, giving a large choice of routes in America or Canada, and affording opportunities for breaking the journey at all places of interest, are issued by us at greatly reduced rates. Special reductions made to missionaries, and to officers of the civil, naval and military services booking through to Europe.

### LIST OF HOTELS

in the Far East at which accommodation can be reserved through any Office of Thos. Cook and Son, Ltd., or of Thos. Cook & Son.

Amoy.—King George Hotel.	Dong Ho—Govt Rest House.
Angkor.—Sala Hotel	Fort de Koch — } Park Hotel
Irima—Arina Hotel.	Hotel Centrum.
Atami—Atami Hotel.	Fonchour—Brockett's Hotel.
Baquio—Pines Hotel	Fusun.—Station Hotel.
Budige.—Hotel Toba	Grand Hotel, Ngam-
Bandung. { Hotel Pleianger	plang
	Hotel Hofmann
Bangkok.— { Oriental Hotel.	Hotel Villa Dolce.
	Hotel Papandavan
Batavia—(See Weltevreden)	Hotel Villa Pauline
Brastagi — { Brastagi Hotel.	(Tjisoeropan)
	Haiphong—Grand Hotel du Commerce
Buitenzorg — { Hotel Berg-en-Dal.	Hakone — { Hakone Hotel.
	Matsuzaka Hotel.
Canton—Victoria Hotel	Hankow—Terninus Hotel
Cup St. Jacque, —Grand Hotel.	Hanoi—Metropol Palace Hotel.
Chefoo—Astor House Hotel.	Hongiv—Grand Hotel
Changchun—Yamato Hotel.	Hong Kong Hotel
Chufou—Railway Hotel.	Hongkong.— { Repulse Bay H't'l.
Chuzenji—Lakeside Hotel	Peak Hotel
Dairen—Yamato Hotel.	Hoshigauri—Yamato Hotel
Dalat—Langbian Palace Hotel.	Hua Hin-on-Sea—Hua Hin Hotel.
Djiring—Govt. Rest House	Hue—Grand Hotel.
Djockja.—Grand Hotel.	Ikao.—Ikao Hotel

## LIST OF HOTELS (continued).

<i>Ipoh.</i> —Station Hotel.	<i>Seoul, Korea</i> —Chosen Hotel
<i>Kap.</i> —Govt. Rest House.	<i>Majestic.</i>
<i>Karuizawa.</i> —	<i>Astor House Hotel</i>
	<i>Palace Hotel.</i>
	<i>Kalce Hotel.</i>
	<i>Plaza Hotel</i>
	<i>Burlington Hotel.</i>
<i>Kobe</i> —Oriental Hotel, Tor Hotel.	<i>Shanhaishuan.</i> —Railway Hotel.
<i>Kowakidani.</i> —Kowakidani Hotel.	<i>Shimonoseki.</i> —Sanyo Hotel.
<i>Kuala Lumpur.</i> —	<i>Shingishu</i> —Station Hotel.
	<i>Shizuoka.</i> —Daitokwan Hotel
<i>Kyoto.</i> —	<i>Sibolga</i> —Hotel Tapanuli
	<i>Siem Reip.</i> —(See <i>Angkor.</i> )
	<i>Adelphi Hotel.</i>
<i>Macao.</i> —New Macao Hotel.	<i>Singapore.</i> —
<i>Macassar.</i> —Oranje Hotel.	<i>Euope Hotel.</i>
<i>Manila.</i> —Manila Hotel.	<i>Raffles Hotel.</i>
<i>Matsushima.</i> —Park Hotel.	<i>Sea View Hotel.</i>
<i>Medan.</i> —Hotel de Boer.	<i>Sorl ilvemi</i> —Hotel Bellevue.
<i>Miyajima.</i> —Miyajima Hotel.	<i>Songoritti.</i> —Bath Hotel
<i>Miyanoshita.</i> —Fujuya Hotel.	<i>Surabaya</i> —
<i>Moukden.</i> —Yamato Hotel	<i>Oranje Hotel.</i>
<i>Nagasaki.</i> —Hotel du Japon.	<i>Brunet Hotel.</i>
<i>Nagoya.</i> —Nagoya Hotel.	<i>Swatow</i> —Astor House Hotel.
<i>Nam Dinh.</i> —Grand Hotel.	<i>Taiwan</i> —Railway Hotel.
<i>Nanking.</i> —	<i>Taihoku.</i> —Taiwan Railway Hotel
	<i>Tum Das.</i> —Hotel de la Cascade
<i>Nankow.</i> —Railway Hotel.	<i>d'Aig. nt.</i>
<i>Nara.</i> —Nara Hotel.	<i>Tasik Malaya.</i> —Hotel Central.
<i>Newchwang.</i> —Astor Hotel.	<i>Tegal</i> —Hotel Insulinde.
<i>Nhatrang.</i> —New Hotel.	<i>Astor House Hotel</i>
<i>Nikko.</i> —	<i>Trenton</i> —
	<i>Court Hotel.</i>
	<i>Imperial Hotel.</i>
<i>Nonghodjadjar.</i> —Grand Hotel.	<i>Tokyo.</i> —
<i>Obama.</i> —	<i>Imperial Hotel.</i>
	<i>Station Hotel.</i>
<i>Omori.</i> —Omori Hotel	<i>Tosars.</i> —Grand Hotel.
<i>Osaka.</i> —	<i>Tourane.</i> —Grand Hotel.
	<i>Tsinanfu.</i> —Railway Hotel.
<i>Padang.</i> —Oranje Hotel	<i>Tsingiao.</i> —
<i>Parapat.</i> —Parapat Hotel.	<i>Grand Hotel and</i>
	<i>Annoxe.</i>
<i>Petaho.</i> —	<i>Grand Strand Hotel.</i>
	<i>Tuyhoa.</i> —Govt. Rest House.
<i>Pematang Siantar.</i> —Siantar Hotel.	<i>Shinyu Hotel.</i>
	<i>Unson.</i> —
	<i>Takaki Hotel.</i>
<i>Pekung</i> —	<i>Unzen Hotel.</i>
	<i>Yumei Hotel.</i>
	<i>Vinh.</i> —Grand Hotel
<i>Pnom Penh.</i> —Grand Hotel.	<i>Wei-hai-Wei.</i> —
<i>Poerwoekerto.</i> —Tram Hotel.	<i>Island Hotel.</i>
<i>Port Arthur.</i> —Yamato Hotel.	<i>King's Hotel.</i>
<i>Quangngai.</i> —Govt. Rest House.	<i>Hotel des Indes.</i>
<i>Quinhon.</i> —Anziani Hotel.	<i>Hotel Konings-</i>
<i>Saigon.</i> —Continental Palace Hotel.	<i>plein</i>
<i>Semarang.</i> —Hôtel du Pavillon.	<i>Hotel der Neder-</i>
	<i>landen.</i>
	<i>Hotel Villa Park</i>
	<i>Wonosobo.</i> —Hotel Djeng.
	<i>Yamada.</i> —Gonikai Hotel.

For list of Hotels in Australia and New Zealand, see "Coch's Australasian Traveller's Gazette," published monthly.

## INDIA TO ENGLAND.

Via CHINA, JAPAN, AND THE UNITED STATES.  
Allowing breaks of Journey at all Places of Interest.

### SAN FRANCISCO.

Cook's Office—128, Sutter Street.

**Hotels**—Fairmont, Palace, St Francis, Clift, Plaza, Whitcomb, Bellevue, Canterbury, Stewart (all on the European plan).

Full information regarding the various routes, side trips, and local sightseeing can be obtained at COOK's Office. Population, 548,284. Local time, 8 hrs. 9 mins. behind Greenwich.

Clients should consult our representative at San Francisco before exchanging the orders they hold for overland tickets, and not hand them to the railroad solicitors who board the steamer at quarantine. Our Agent will, if required, secure Pullman accommodation by any route selected, it being of course understood that the cost thereof is not included in the through overland fare.

Side trips for visiting the Yosemite Valley, Mariposa, and Calaveras, Big Trees, Mount Tamalpais, Lake Tahoe, in the heart of the Sierra Mountains, Ranier National Park, Alaska, Yellowstone Park, Grand Cañons of Arizona and Colorado, etc., can be arranged at our San Francisco Office. Itineraries prepared to meet individual requirements and hotel accommodation reserved.

Travellers for Europe passing through the United States will do well to reduce the baggage they will require during the journey to a reasonable limit.\* It is possible for passengers to have one or more articles of baggage in bond checked through to New York, and the weight of such baggage endorsed on their tickets, leaving the balance available for any other baggage accompanying them to be checked from point to point. Our Agent in San Francisco will explain the system of baggage checking, and point out the various available routes through the States, with their respective scenic and other advantages; a call at our San Francisco office is, therefore, recommended.

**Postage** on ordinary letters to Great Britain and Ireland, 2 cents (1d) per oz., but likely to be increased.

\* The duty on curios and bric-à-brac is very heavy in the United States, consequently to avoid such expense, through travellers to Europe are advised to ship home direct any articles they may buy in India, China, Japan, etc., and not carry their purchases with them through America.

**Telegram Rates.**—To England and France, 34 cents; Malta, 46 cents; New Zealand, 50 cents; Gibraltar, 50 cents; Australia, 58 cents, Egypt, 56-64 cents; India and Ceylon, 72 cents; Natal and Cape Colony, 80 cents; China (Macao), 93 cents; (all other places), 88 cents; Japan, 96 cents per word. Deferred telegrams half-rates.

Passengers' letters and cablegrams, if addressed to the care of our San Francisco or other American Offices, will be kept until called for, or dealt with as the passenger may direct. Written instructions should be given before leaving.

Sleeping and Drawing-room Cars are attached to all through trains, and an extra charge over the railway fare is made for their use. The accommodation is limited, and travellers on arrival in San Francisco or Seattle should give immediate attention to the reservation of their berths for the date on which they wish to leave the city. The charges vary according to the journey being performed, e.g. :—

SLEEPING CAR RATES (subject to alteration) Between	Lower Berth.	Compart- ment	Drawing room
San Francisco-Chicago (direct route)	23 63	\$ 66 75	81 00
" " (via Grand Canyon of Arizona) ..	28 13	78 75	99 00
Chicago-New York ..	9.00	25 50	31 50
San Francisco-New York (direct route via Chicago)	32.63	92 25	115 50
San Francisco-St. Louis (direct route)	22 50	63 00	79 50
St. Louis-New York ..	10 88	30 75	39 00
San Francisco-Portland ..	8 25	23 25	30 00
Portland-Chicago ..	23.63	66 75	84 00
Seattle-St. Paul ..	19.88	56.25	70 50
Vancouver-St Paul ..	19 88	56 25	70 50
St. Paul-Chicago ..	3.75	10 50	13 50
San Francisco-New Orleans ..	21.00	59.25	73.50
New Orleans-New York ..	14 63	41 25	52 50
San Francisco-Washington (D.C.) ..	31 88	90 00	114.00
Washington-New York ..	3 75	10 50	13 50

Upper Berths cost approximately 20 per cent. less than Lower Berths. A Compartment comprises one Upper and one Lower Berth, with toilet convenience; a Drawing-room, one Upper and one Lower Berth and Sofa, with toilet annexe.

On certain long distance trains there are "Tourist" Sleeping Cars in addition to the Standard Pullman. Rates for berths in "Tourist" Cars are about half those for berths in Standard Pullman.

On certain "Limited" trains an excess fare is charged; details on application.

It should be noted that there are some trains on the American Railroads composed exclusively of Pullman (*i.e.*, Drawing Room, Dining, and Sleeping) Cars, and, before being valid for travel by such trains, ordinary tickets must be supplemented by the necessary extra payment for travelling thereon.

Meals on the Dining Cars are usually served *à la carte*.

Travellers Cheques and Letters of Credit issued and cashed. Cable payments effected. Drafts issued.

### American Money, Drafts, etc.

Our Offices in India issue Letters of Credit, Travellers Cheques and Drafts payable in America. Our San Francisco Agent, at 128, Sutter St., will always exchange any money, cash Letters of Credit and Travellers' Cheques, at the current rates of exchange. *For List of our American and Canadian Offices see pages 200-201.*

Fares will be quoted and tickets issued on application for any of the following specimen tours, which are only a few examples of the many that can be arranged and which may be modified to suit individual requirements.

**Tour No. 1.**—From Bombay by P. & O monthly steamer to Colombo, Singapore, and Hongkong; thence by Pacific Mail or Toyo Kisen Kaisha steamer, Shanghai, Nagasaki, the Inland Sea of Japan, Kobe, Yokohama, and Honolulu to San Francisco (or by N.Y.K. steamer *via* Japan to Seattle); rail to New York; steamer to England.

**Tour No. 2.**—From Bombay by P. & O monthly steamer to Colombo, Singapore, Hongkong, Shanghai, Nagasaki, Kobe, the Inland Sea of Japan, Yokohama; thence by Pacific Mail, or Toyo Kisen Kaisha steamer *via* Honolulu to San Francisco (or N.Y.K. to Seattle); thence rail or steamer to Vancouver; rail to Montreal; thence steamer to Europe; or *via* St. Paul and Chicago direct lines to New York, and thence to England, as per Tour No. 1.

**Tour No. 3.**—From Bombay by P. & O monthly steamer to Hongkong and Shanghai; thence by Nippon Yusen Kaisha steamer *via* Nagasaki and the Inland Sea of Japan to Yokohama; thence by Pacific Mail or Toyo Kisen Kaisha steamer to San

Francisco (or by N.Y.K steamer *via* Japan to Seattle); thence to England, as per Tour No. 1.

*N.B.*—Supplementary tickets for travelling *via* Toronto, the St. Lawrence, Thousand Islands, Montreal and the Hudson are also issued at a slight additional cost.

**Tour No. 4.**—From Calcutta by B.I. Apcar, or Indo-China steamers direct to Penang, Singapore, Hongkong; thence by the Pacific Mail or Toyo Kisen Kaisha steamer *via* Shanghai, Nagasaki, the Inland Sea, Yokohama, and Honolulu to San Francisco (or by N.Y.K. to Seattle) rail to New York; steamer to England.

**Tour No. 5.**—From Calcutta by the B.I. Mail steamer to Rangoon, Penang, Singapore; thence by P. & O. fortnightly steamer to Hongkong; thence to England, as per Tour No. 4.

#### *Via* AUSTRALIA, CHINA, JAPAN, AND THE UNITED STATES.

**Tour No. 6.**—From Bombay *via* Colombo, by P. & O. steamer to Fremantle, Adelaide, Melbourne, and Sydney; thence by Burns Philp or K.P.M *via* Queensland Ports to Batavia, Singapore; steamer to Hongkong, and *via* Shanghai, Nagasaki, and Inland Sea of Japan to Yokohama, and thence to England as per Tour No. 1.

**Tour No. 7.**—Same as Tour No. 6 to Sydney; thence *via* Queensland Ports, Manila, Hongkong, Nagasaki, Inland Sea of Japan, Kobe, Yokohama, San Francisco (or Seattle) to New York, and thence to England, as per Tour No. 1.

**Tour No. 8.**—From Bombay or Calcutta by P. & O. or B.I.S.N. steamer to Singapore; thence Batavia and Queensland Ports to Brisbane, Sydney, Manila, Hongkong; thence *via* Shanghai, Nagasaki, Inland Sea of Japan, Kobe, Yokohama, as per Tour No. 1.

Fares do not include meals and sleeping-car berths across America.

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## ROUTES ACROSS THE UNITED STATES

(Subject to change.)

The following are specimens of all the rail routes allowed between San Francisco and New York on through tickets (particulars of other routes will be furnished on application) — :

### UNITED STATES ROUTES.

1. San Francisco, direct (or *via* Los Angeles) to Ogden, Salt Lake City, Cheyenne, Omaha, Council Bluffs, Chicago, New York.

2 San Francisco direct (or *via* Los Angeles) to Salt Lake City, Glenwood Springs, Colorado Springs, Manitou (for Pike's Peak and Garden of the Gods), Denver, Kansas City (St. Louis if desired), Chicago, New York.

3. San Francisco, Los Angeles, Williams (for Grand Canyon of Arizona), Laguna, Kansas City (St. Louis if desired), Chicago, New York.

4. San Francisco, direct (or *via* Los Angeles) to Ogden, Kansas City (St. Louis if desired), Chicago, New York.

5. San Francisco, Los Angeles, El Paso, New Orleans, Washington, New York.

6 San Francisco, Los Angeles, Maricopa, El Paso, Kansas City, St. Louis, New York.

### CANADIAN ROUTES.

7 San Francisco, Portland, Seattle, Victoria, Vancouver, thence Canadian Pacific or Canadian National Railway and connections (with limited stop-over privileges). This routing can be obtained on payment of supplement.

From Chicago, St. Louis or New Orleans, passengers have choice of all trunk lines eastward to New York, Boston, and other Atlantic ports.

Passengers by N.Y.K. steamers have choice of the following routes subject to any alteration.—

### *Via* SEATTLE.

1. Seattle, Spokane, Butte, Aberdeen, St. Paul, Chicago, New York.

2. Seattle, Spokane, Butte, Billings, St. Paul, Chicago, New York.

3. Seattle, Spokane, Glacier Park, Fargo, St Paul  
Chicago, New York.

4. Seattle, Portland, Huntington, Pocatello, Gran-  
ger, Cheyenne, Omaha, Chicago, New York

*Great Northern Railway*—This railway operates over 8,000 miles of thoroughly-equipped road, reaching many points in Oregon, Washington, Idaho, Montana, North and South Dakota, and Minnesota. The trans-continental trains run from Tacoma or Seattle to Minneapolis, St Paul, Chicago, or Kansas City, connecting with all lines for other destinations. A fast train, known as the "Oriental Limited," makes the journey between Seattle and St Paul in about 60 hours and between Seattle and Chicago in 72 hours. Notable among the many scenic attractions of the route is Glacier National Park, 1,500 square miles in area, containing innumerable mountain peaks, 250 lakes, and 60 living glaciers.

*Northern Pacific Railway*—The trans-continental passenger train service of this railway comprises several daily, through, electric-lighted, solid, vestibuled trains between Portland, Tacoma, Seattle, Spokane, Missoula, Helena, Butte, Billings, Minneapolis, St. Paul, Chicago, St. Louis, and Kansas City. The Northern Pacific is the only line to Gardiner Gateway.

*Yellowstone National Park*.—America's greatest wonder-land. The park is but a short ride from Livingston on the main line and may be toured in comfortable coaches. A fast train, known as the "North Coast Limited," makes possible a schedule of less than four days from Seattle to New York.

*Chicago, Milwaukee and St. Paul Railway*.—This trans-continental line operates two through, all-steel, daily trains in each direction between Seattle, Tacoma, and Chicago, traversing the states of Washington, Idaho, Montana, North and South Dakota, Minnesota, Wisconsin, and Northern Illinois, making the journey in approximately 72 hours.

Passengers by these trains reach New York in less than 96 hours. Spokane, Missoula, Butte, Miles City, Aberdeen, S D, St Paul, Minneapolis, and Milwaukee are important cities along the route. Yellowstone National Park is reached by a short side-trip from Butte.

*Union Pacific*—This system operates daily first class all-steel passenger trains from Seattle to Portland, Oregon, connecting at that point with their trains to Salt Lake City, Denver, Omaha, Kansas City, St. Louis, Chicago, and all eastern points

Connections are also made at Portland with the trains of the Southern Pacific Company for Sacramento, San Francisco, Los Angeles, San Diego, and all southern points

Passengers travelling by the above-mentioned railways to Chicago, St. Paul, or Minneapolis, have the choice of any of the great trunk lines eastward to New York and other Atlantic sea board points, and may arrange to include Niagara Falls or Washington in their trip

**NOTE**—We would particularly call the attention of Trans-Pacific passengers to the fact that facilities as to routes across America, by which travellers from Trans-Pacific points can obtain forwarding, are constantly changing, and frequently it is not possible to obtain definite information on this point until the port of destination in the United States is reached, where we can assume no responsibility in regard to the overland routes named there. Latest obtainable information and facilities will always be cheerfully furnished by our representatives, with whom our clients are recommended to place themselves in communication as occasion may require.

Suggested itinerary for an 82 days' tour from India to England via the United States of America

1st Day—Leave Bombay by P & O Co's steamer

4th Day—Arrive Colombo where steamer stays 12-24 hours. Kandy (5 hours' journey) may be visited if time permits

11th Day—Arrive Singapore where steamer stays 12-24 hours, and passengers usually have time to land and drive to the principal points of interest.

17th Day—Arrive Hongkong. Break journey at this port for, say, 4 days, visiting the points of interest Canton and Manao can easily be visited by river steamer at small cost.

21st Day—Leave Hongkong by Toyo Kisen Kaisha or Pacific Mail Steamer

24th Day—Arrive Shanghai, where steamer stays a few hours; time for a drive on shore.

28th Day—Arrive Kobe after passing through the beautiful inland sea of Japan. From this point a delightful two weeks' tour may be made by rail and carriage visiting Osaka, Nara, Kyoto, Nagoya, Miyanoshita, Kamakura, Nikko and Yokohama.

40th Day.—Leave Yokohama by next Toyo Kisen Kaisha or Pacific Mail steamer

50th Day.—Arrive Honolulu, where steamer stays 24 hours. Leave Honolulu next day

56th Day.—Arrive San Francisco, the metropolis of California and the gateway port of Western America

59th Day.—Leave San Francisco by one of the several routes open to holders of through tickets for New York. Particulars of routes available on application to Thos. Cook & Son's Offices.

75th Day.—Leave New York by Atlantic Liner

82nd Day.—Arrive Liverpool.

## INDIA TO ENGLAND,

*Via* CHINA, JAPAN, AUSTRALIA, AND  
THE CANADIAN PACIFIC ROUTE.

Allowing break of journey at all places of interest en route.

### VANCOUVER.

Cook's Office.—723, Georgia Street West (opposite Vancouver Hotel); Tel. Address, "Coupon"

Hotels.—Vancouver, Grosvenor, and Abbotsford.

Distance from London, *via* Liverpool and Montreal, 5,937 miles

Banking and Exchange.—Payments made against Letters of Credit, Travellers Cheques issued and cashed and Foreign Money exchanged Drafts issued and Telegraphic Transfers effected.

Postage on ordinary letters to Great Britain and Ireland and other parts of the Empire, 4 cents, to foreign countries, 10 cents for the first oz., plus 5 cents for each oz. beyond. Within Canada and to United States and Mexico 3 cents for first oz. plus 2 cents for each oz. beyond.

Telegram Rates.—Same as from San Francisco, except that in this case, the rates for China and Japan are: China (Macao), \$1.05 (all other places 96 cents), Japan, \$1.04 per word. Wireless to Japan 82 cents per word.

Vancouver (population of Vancouver City about 125,000, greater Vancouver 250,000, plus 15,000 Orientals) the largest city in British Columbia, is 178 miles from Seattle by the Northern Pacific Railway or 158

miles by the Great Northern Railway. It is beautifully situated on a narrow neck of land on the south side of the Burrard Inlet and is surrounded by water on three sides. The town is increasing rapidly in importance and is the converging point for several streams of travel.

An attraction for tourists is the beautiful Stanley Park of about 960 acres, easily reached by automobile and tramway.

The Canadian Pacific Company's Mail Steamers leave Vancouver for Japan, China and Manila every two weeks; and the Canadian Australasian Line Steamers for Honolulu, Suva (Fiji), Auckland and Sydney monthly. Two Empress boats will call at Honolulu westbound during the winter months.

Fares will be quoted and tickets issued on application, at the Offices of T. H. Coon & Son, for any of the following specimen tours, which are only a few examples of the many that can be arranged and which may be modified to suit individual requirements.

**Tour No. 14.**—From Bombay by P. & O. monthly steamer *via* Colombo and Singapore to Hongkong; Canadian Pacific Railway Co.'s steamer direct *via* Shanghai, Nagasaki, and the Inland Sea to Kobe, Yokohama, Victoria, Vancouver; rail *via* Montreal, or *via* Toronto and Niagara Falls to New York; steamer to England.

**Tour No. 15.**—From Bombay by P. & O. monthly steamer to Yokohama *via* Colombo, Singapore, Hongkong, Nagasaki, and the Inland Sea of Japan; thence to England, as per Tour No. 14.

**Tour No. 16.**—From Bombay by P. & O. monthly steamer *via* Colombo, Singapore, and Hongkong to Shanghai; Japan Mail steamer *via* Nagasaki and Inland Sea of Japan to Yokohama; thence to England, as per Tour No. 14.

**Tour No. 17.**—From Calcutta by fortnightly Indo-China steamer to Hongkong, Canadian Pacific, Pacific Mail, or N. Y. K. steamer *via* Nagasaki and Inland Sea of Japan to Yokohama; thence to England, as per Tour No. 14.

**Tour No. 18.**—From Calcutta by fortnightly China steamer to Hongkong, Canadian Pacific steamer *via* Shanghai, Nagasaki, and *via* the Inland Sea to Kobe, Yokohama, Victoria, Vancouver, rail to New York; thence to England as per Tour No. 14.

**Tour No. 19.**—From Calcutta by B I Mail steamer to Rangoon, Penang, Singapore; thence P. & O. steamer to Hongkong, same as Tour No. 14.

**Tour No. 20.**—From Bombay by P. & O. steamer to Fremantle, Adelaide, Melbourne, Sydney, thence *via* Queensland Ports to Batavia, Singapore; to Hongkong, thence to England, as per Tour No. 14.

**Tour No. 21.**—Same as Tour No. 20 to Sydney, thence *via* Queensland Ports, Manila, Hongkong, *via* Nagasaki, Inland Sea of Japan and Kobe, to Yokohama, thence to England, as per Tour No. 14.

**Tour No. 22.**—From Bombay by P. & O. or B. I. S. N. Steamer to Singapore, thence to Batavia and *via* Queensland Ports to Sydney, Manila, Hongkong, thence to England, as per Tour No. 14.

Fares, which do not include sleeping-car berths and meals on rail across Canada, quoted on application

Tickets and full information relative to the "Canadian-Australasian" Route from Sydney, *via* Fiji and Honolulu and Vancouver to Europe, with option of the various routes between the Pacific and Atlantic coasts as shown, can be obtained at the offices of THOS COOK & SON, the benefit of special combination rates being afforded to passengers *via* P. & O. and Canadian-Australasian Lines.

The journey from Vancouver to Montreal occupies five days, and is made without change of carriage, through some of the grandest scenery in the world. During the summer months observation cars are attached to the trains while crossing the mountains, and passengers are thereby enabled to view, without interruption or inconvenience, the magnificent panorama before them.

**Routes.**—FIRST-CLASS PASSENGERS from Japan to Europe and to Eastern points U.S.A. and Canada have choice of the following routes, on payment of extra charge when so shown.—

***Via* Vancouver.**—All steamers from China and Japan are berthed at the Canadian Pacific Railway Co.'s wharf alongside the trans-continental train.

Five hours before reaching Vancouver, the steamers call at Victoria, where Canadian Pacific Railway Co.'s ticket and baggage clerks and a Custom House officer are taken on board. On the trip across to Vancouver railway tickets can be given in exchange for the orders which passengers hold (or clients may decide to wait until after reaching Vancouver and consult our office there), luggage is checked through to destination, and that belonging to passengers going to Europe, and which may not be required while crossing America, is checked through in bond to the steamer by which the passenger is crossing the Atlantic, so that no Customs examination is necessary and no expense to the owner is entailed.

On arrival at Vancouver passengers have only a few yards to walk to the train, and as the baggage has been transferred to the station by the railway officials, the traveller on going ashore can leisurely visit the points of interest in the young and interesting city, and our Vancouver office will be pleased to give full particulars of all local trips, hotels, etc.

**Overland Orders *via* Vancouver.**—First-class passengers have choice of the following routes.—

#### Canadian Railway Routes.

**Route 1.**—Canadian Pacific Railway *via* Revelstoke, Glacier, Banff, Winnipeg, thence direct or *via* Toronto, Ottawa, Montreal, thence to either Quebec, Halifax, St. John, Boston, or New York.

**Route 2.**—Canadian Pacific Railway *via* Revelstoke, Glacier, Banff, Winnipeg, Toronto to Niagara Falls, thence *via* Ottawa to Montreal, Quebec, St. John or Halifax, or from Toronto *via* Niagara Falls to New York or Boston.

**Route 3.**—Canadian Pacific Railway *via* Revelstoke, Glacier, Banff, Minneapolis, St. Paul, and Sault Ste. Marie, thence direct or *via* Toronto to Montreal, Quebec, Halifax, St. John, Boston, or New York

**Route 4.**—Canadian Pacific Railway to Revelstoke, thence *via* the Arrow Lakes route and Crow's Nest Pass route to Dunmore Junction, and any of the foregoing routes to Montreal, Quebec, Halifax, St. John, Boston, or New York.

**Route 5.**—Canadian Pacific Railway *via* Revelstoke, Glacier, Banff, thence direct or *via* Winnipeg to St. Paul, Chicago, Niagara Falls, New York, or Boston. (See note below.)

**Route 6.**—*Via* San Francisco by rail from Vancouver, or by steamer from Victoria to Seattle, thence rail or steamer direct to San Francisco, thence *via* either Salt Lake, Grand Canyon, or Los Angeles route to Chicago, Montreal, Quebec, Halifax, St. John, Boston, or New York.

(An extra fare is charged for this routing.)

**Route 7.**—Canadian National Railway *via* Edmonton, Winnipeg, Cochrane, North Bay, and Ottawa to Montreal, Quebec, Halifax, or St. John, N.B.

**Route 8.**—Canadian National Railway *via* Winnipeg, Port Arthur and Toronto to Montreal, Quebec, Halifax, or St. John, N.B.

**The Lake Route.**—Passengers have the choice of the Lake route of the Canadian Pacific Railway or Northern Nav. Co. (Grand Trunk route) The steamers of these Companies take two days to cross Lake Superior and Lake Huron. At Sault Ste. Marie, passengers can spend some time on shore while the steamer is going through the canal locks connecting the two lakes. An extra charge is made to cover cost of meals and berth on Lake Steamers.

**Niagara Falls.**—If embarking at Montreal, Quebec, or Halifax, tickets include trip to the Niagara Falls. If steamer is taken at Boston or New York, passengers can go *via* Niagara, but if they wish to visit Montreal on the way to Boston or New York, a supplementary fare will be charged for the side trip from Toronto to Niagara.

**NOTE.**—*In view of the fact that fares, routes, and general arrangements in regard to travel to Europe from Trans-Pacific points are constantly changing, THOS COOK & SON beg to state that they cannot guarantee that the foregoing particulars and facilities will be in operation at the time passengers may be travelling, and it is therefore essential that the passengers' full requirements should be indicated at the time of booking in order that latest information may be furnished.*

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\* (This deviation is allowed to holders of first-class tickets only. There is an extra charge for it, which must be arranged when booking.)

Passengers from Vancouver to New York wishing to travel *via* Chicago, Toronto and Buffalo pay an additional charge.

Suggested Itinerary for a 79 days' tour from India to England *via* Canada —

1st Day —Leave Bombay by P. & O Co's steamer

4th Day.—Arrive Colombo, where steamer stays 12-2½ hours. Kandy (5 hours' journey) may be visited if time permits

11th Day.—Arrive Singapore, where steamer stays 12-24 hours, and passengers usually have time to land and drive to the principal points of interest.

17th Day.—Arrive Hongkong. Break journey at this port for, say, 4 days, visiting the points of interest. Canton and Macao can easily be visited by river steamer at small cost.

21st Day —Leave Hongkong by Canadian Pacific Co's steamer

24th Day —Arrive Shanghai, where steamer stays a few hours

26th Day —Arrive Nagasaki. The steamer stays a few hours at this port, time for a drive on shore

28th Day —Arrive Kobe, after passing through the beautiful inland sea of Japan. From this point a delightful two weeks' tour may be made by rail and carriage, visiting Osaka, Nara, Kyoto, Nagoya, Miyano-hita, Kamakura, Nikko, Tokio and Yokohama.

40th Day —Leave Yokohama by the next Canadian Pacific steamer.

50th Day —Arrive Victoria? Stop over one day.

52nd Day —Arrive Vancouver. Stay one day

54th Day —Arrive Glacier House (4,122 ft. above sea-level) situated in the Great Glacier district of the Selkirk mountains. Stop one day.

56th Day —Arrive Lake Louise. Stop one day.

57th Day —Arrive Banff —2 days' stay. Banff is in the heart of the Canadian Rockies, and is the station for the Canadian National Park and Hot Springs.

62nd Day —Arrive Toronto (capital of Ontario) for Niagara Falls

65th Day.—Arrive Montreal. Stop 2 days.

68th Day —Arrive Quebec. Stop 2 days

71st Day —Leave by Canadian Pacific steamer or any of the large Atlantic Liners for Liverpool.

79th Day.—Arrive Liverpool.

For list of Offices and Agencies of Thos. Cook & Son, Ltd., and of Thos. Cook & Son, in all parts of the world, see pp. 200-201.

**Select List of NEWSPAPERS, PERIODICALS, and MAGAZINES.**

**PREPAID ANNUAL SUBSCRIPTIONS, INCLUDING POSTAGE TO INDIA AND THE COLONIES.**

*Weekly Publications, except where otherwise shown*

*D = Daily*

Daily Chronicle (D)	..	..	..	..	£2	12	0
Daily Graphic (D)	..	..	..	..	2	12	0
Daily Mail (D)	..	..	..	..	2	12	0
Daily Mail. Overseas Edition (for year only)	..	..	..	..	0	10	0
Daily Mirror (D)	..	..	..	..	2	12	0
Daily News (D)	..	..	..	..	2	12	0
Daily Sketch (D)	..	..	..	..	2	12	0
Daily Telegraph (D)	..	..	..	..	5	4	0
Financial News (D.)	.	..	..	..	3	18	0
Financial Times (D)	..	..	..	..	3	18	0
Morning Post (D) (see p. 218)	..	..	..	..	5	4	0
Times (D) excluding supplements	..	..	..	..	5	4	0
Westminster Gazette (D)	..	..	..	..	2	12	0
Aeroplane	..	..	..	..	1	12	6
Amateur Photographer	..	..	..	..	0	19	6
Amateur Wireless	..	..	..	..	0	19	6
Answers	..	..	..	..	0	13	0
Architect	..	..	..	..	1	15	7
Army and Navy Gazette	..	..	..	..	2	10	4
Athletic News	..	..	..	..	0	13	0
Autocar	..	..	..	..	1	14	8
Blackwood	..	..	..	..	1	13	0
Boy's Own Paper (Monthly)	..	..	..	..	0	15	0
British Journal of Photography	..	..	..	..	0	17	4
British Medical Journal	..	..	..	..	3	11	6
British Weekly	..	..	..	..	0	13	6
Bystander	..	..	..	..	3	7	6
Chamber's Journal (Monthly)	..	..	..	..	0	15	0
Children's Newspaper	..	..	..	..	0	10	10
Contemporary Review	..	..	..	..	2	5	0
Cornhill	..	..	..	..	1	0	0
Country Life	..	..	..	..	4	0	0

Cricketer, and Christmas No	..	..	0	18	6
Daily Graphic (Weekly Edition)	..	..	2	5	6
Daily Mirror (Weekly Edition)	..	..	2	3	4
Daily Sketch (Weekly Edition)	..	..	2	3	4
Economist ..	..	..	3	1	0
Electrical Review ..	..	..	2	1	6
Electrician ..	..	..	1	10	0
Empire Review ..	..	..	1	6	0
English Review ..	..	..	0	14	6
Eve (Lady's Pictorial) ..	..	..	3	0	0
Fashions for all (Monthly)	..	..	0	8	0
Field, and Double Nos. ..	..	..	3	10	0
Fishing Gazette ..	..	..	1	10	4
Fortnightly Review (Monthly)	..	..	2	2	0
Gardening ..	..	..	0	13	0
Gentlewoman (thin edition)	..	..	1	17	6
Golf ..	..	..	2	3	4
Grand Magazine (Monthly)	..	..	0	15	0
Graphic, and Summer and Christmas Numbers (thin edition)	..	..	3	7	0
Guardian ..	..	..	0	13	0
Home and Colonial Mail ..	..	..	1	10	4
Horse and Hound ..	..	..	0	17	4
Humorist ..	..	..	0	13	0
Illustrated London News, and Christmas Number (thin edition)	..	..	3	11	4
Illustrated Sporting and Dramatic News ..	..	..	3	5	0
Investors' Chronicle ..	..	..	1	10	0
John Bull ..	..	..	0	13	0
John o' London ..	..	..	0	14	0
Lady (thin edition)	..	..	1	14	6
Lady's Field (Monthly)	..	..	0	16	0
Lancet ..	..	..	2	10	0
Law Times (with Reports)	..	..	5	12	6
Lawn Tennis ..	..	..	1	10	4
Lightcar ..	..	..	1	1	0
London Opinion ..	..	..	0	13	0
London Magazine ..	..	..	0	15	0
London Mercury ..	..	..	2	0	0
Manchester Guardian (Weekly Edition)	..	..	0	13	0
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Motor Cycle ..	..	..	1	4	0
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National Review ..	..	..	2	0	0

Naval and Military Record	..	..	..	1	10	4
Near East	..	..	..	1	10	4
Nineteenth Century (Monthly)				1	16	0
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Saturday Review	..	..	..	1	10	4
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Sketch, and Christmas Number	..	..	..	3	12	4
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Sunday News (Weekly Budget Edition) formerly known as Lloyd's News	..	..	..	0	13	0
Sunday Pictorial	..	..	..	0	13	0
Sunday Times	..	..	..	0	17	6
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Times Literary Supplement	..	..	..	0	17	4
Times Trade Supplement	..	..	..	0	17	4
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Tit-Bits	..	..	..	0	13	0
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Windsor Magazine (Monthly)	..	..	..	0	15	0

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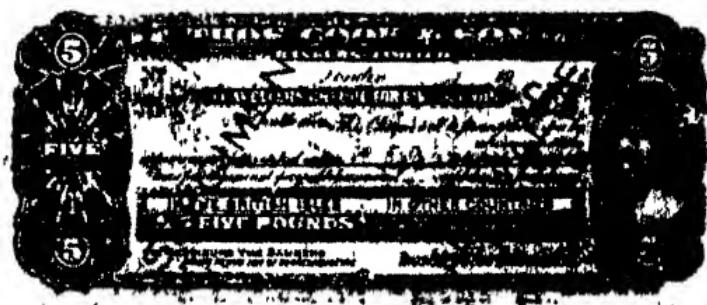
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Florence	..	..	2 6
Holland	..	..	2 6
Italy, Northern and Central (including Rome)			
Italy, Southern (including Sicily)	..	..	
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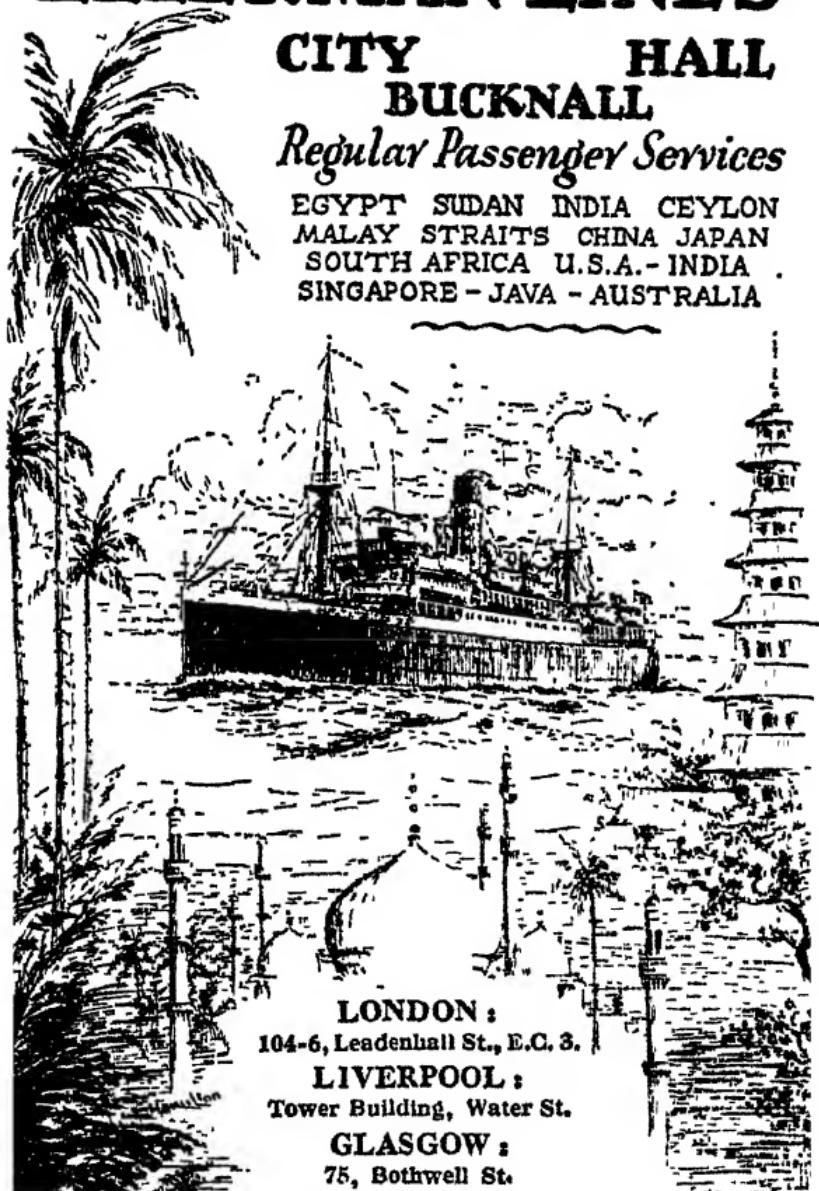
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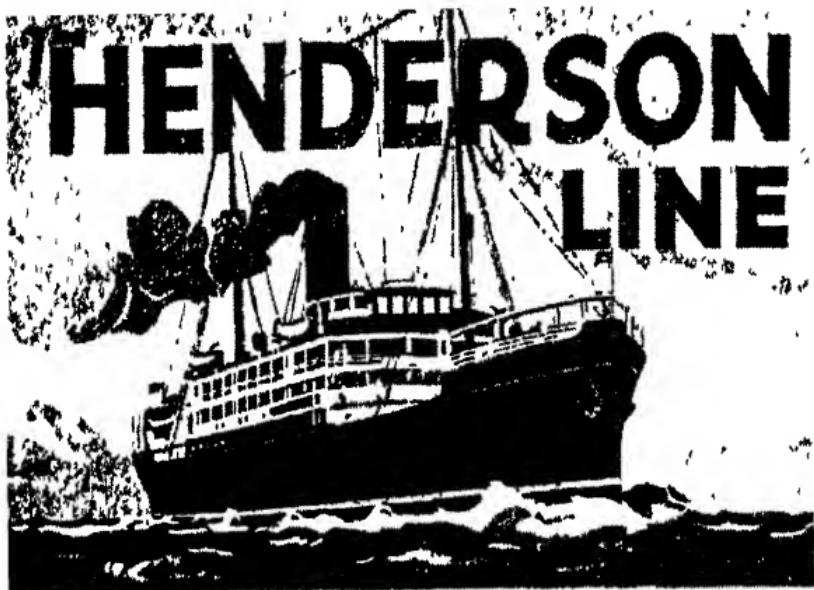


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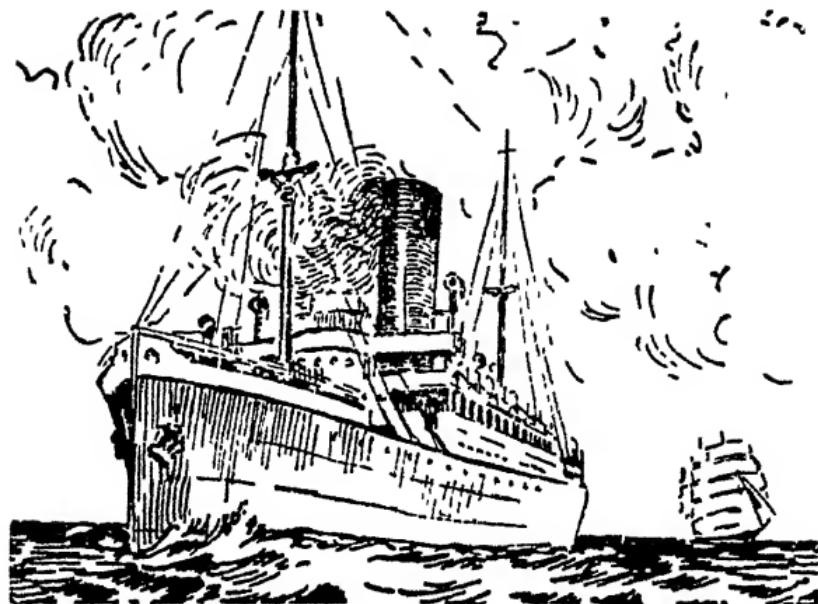
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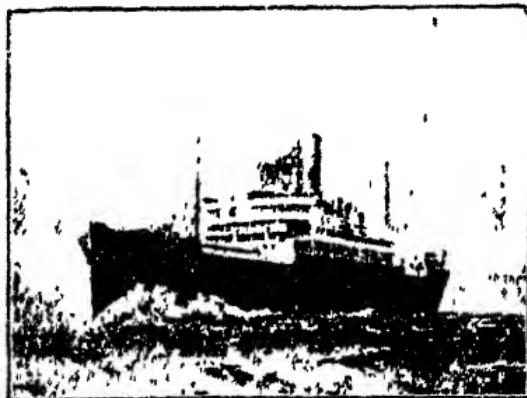
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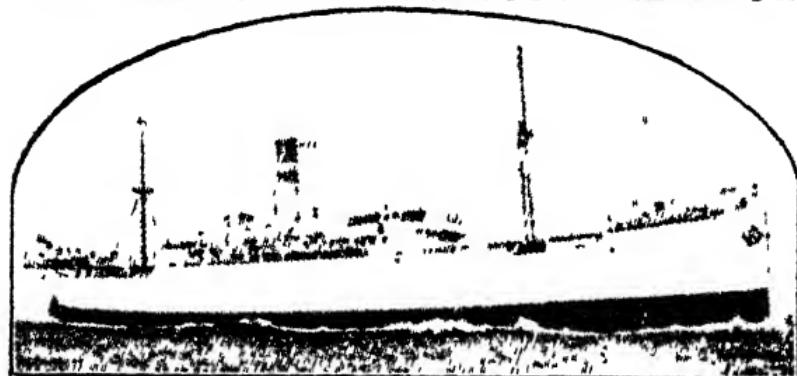
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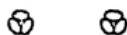
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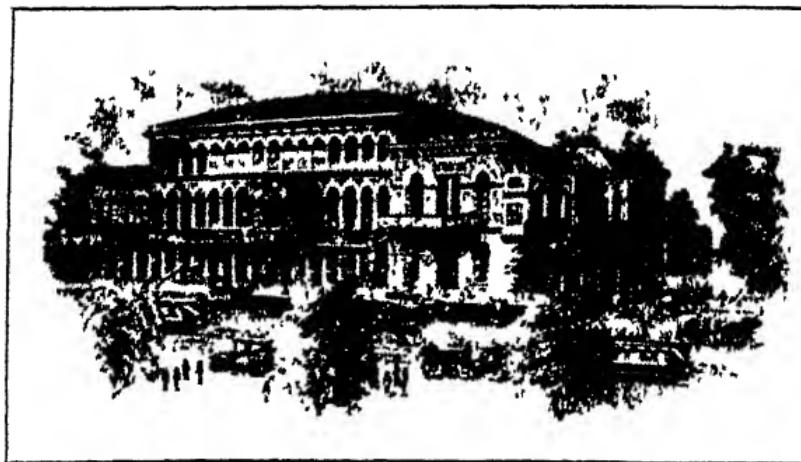
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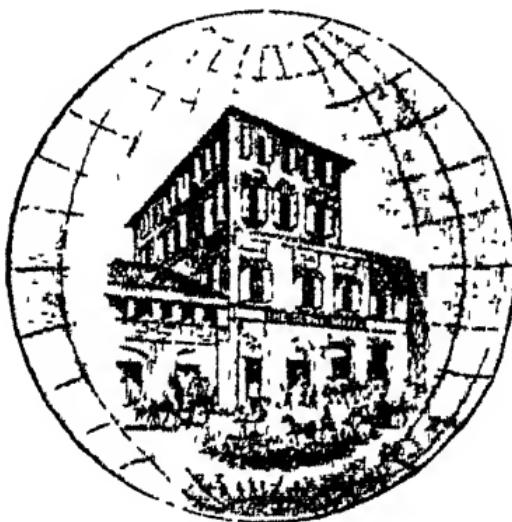
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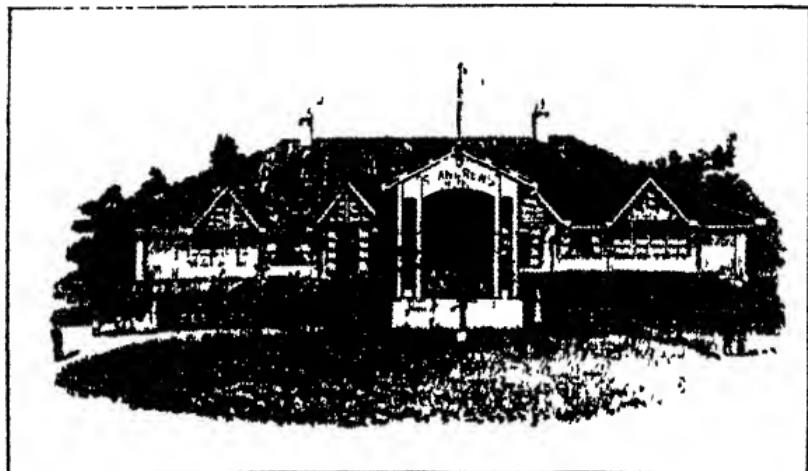
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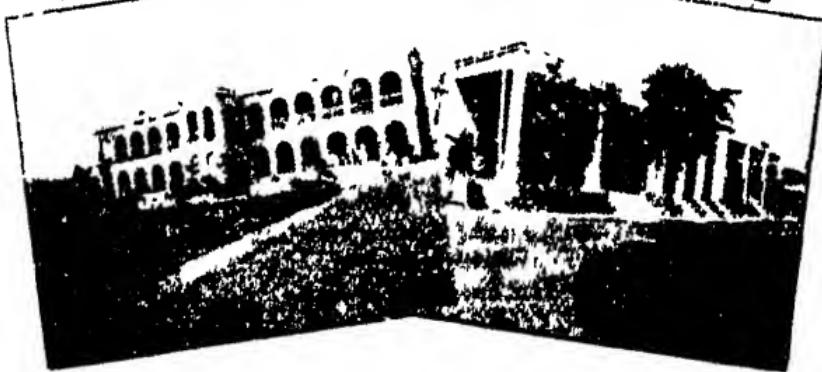
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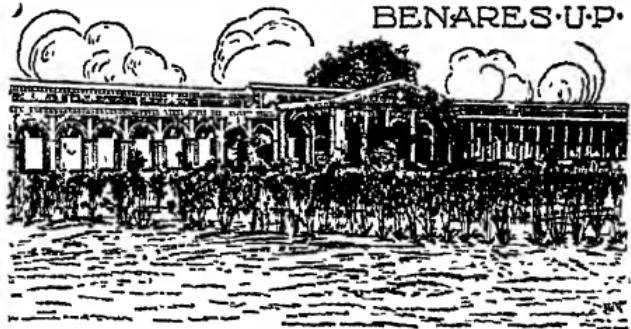
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